VOLUME V NUMBER 17

SPECIAL DESERT ISSUE

May 23, 1968

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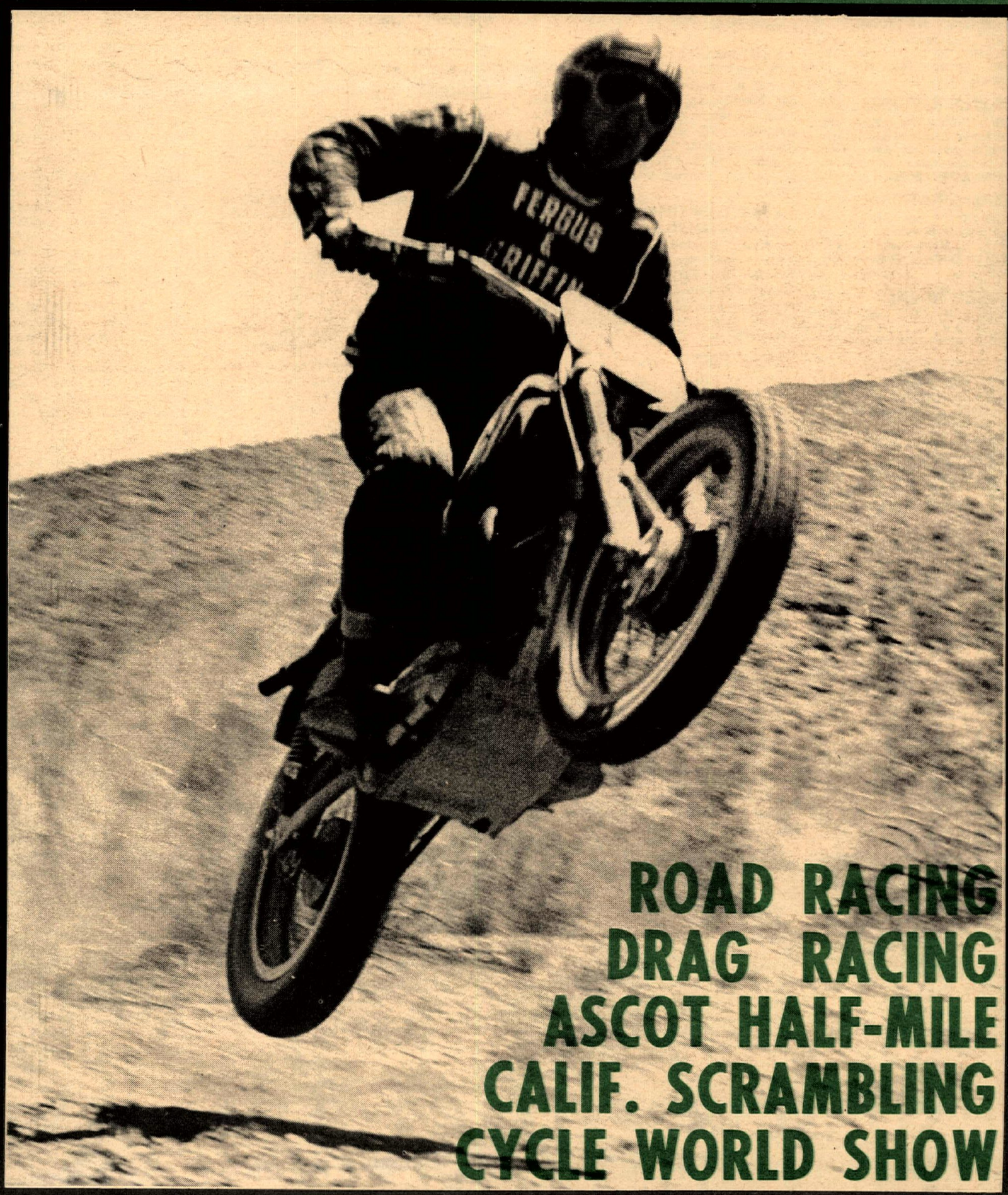
The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS



ROAD RACING
DRAG RACING
ASCOT HALF-MILE
CALIF. SCRAMBLING
CYCLE WORLD SHOW

Bounding along on his bright-red Bultaco 250cc at the Foothill Hawks' event in which he wound up 2nd overall, Larry Bergquist exemplifies the spirit of the rough rider for our special desert issue.
— Photo by Dick Wright.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

APRIL 28 – 7 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK. Great Southern Development, 1446 Tully Road, N.E., Atlanta, Ga.–Hampton Downs–Entries from AMA or District Referee. Entries close April 7.

APRIL 28 – 90 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Tompkins, County MC, RFD 2, Route 13, Newfield, N.Y.–Entries from AMA or promoting club.

MAY 5 – 175 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Mid-West National Enduro Riders Assn., c/o Wm. Baird, Rt. 3, 1815 4th Ave., Sterling, Ill.–Illiana Speedway, Schererville, Ind.–Entries from AMA or promoting club.

MAY 19 – 13 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Richmond MC. Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.–Entries from AMA or District Referee. Entries close April 28.

MAY 19 – HARE & HOUND

NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah–Entries from AMA or promoting club.

MAY 26 – 12 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Pa.–Reading fairgrounds–Entries from AMA or District Referee. Entries closes May 5.

MAY 26 – 250 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209–Entries from AMA or promoting club.

JUNE 2 – 5 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich. –Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL

CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

EVERY WEDNESDAY NIGHT

ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT

AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Gates open at 6 p.m. Signup 6:30-7:30 p.m., practice 7-7:45 p.m., first race 8 p.m. 100cc, 200cc, 250cc, AMA sanc. Adm. $2.00 ride or watch. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

EVERY SUNDAY

ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy [illegible] near Adelanto, Calif. 0-250cc [illegible] 8:30 a.m., big bikes a[illegible] a.m. Admission $1.25 [illegible] $2.00 entry fee. Class [illegible] Call (213) 861-5189 for further info.

TEMPORARILY CLOSED – RE-OPEN TO RACE JUNE 2

FRI., SAT. & SUN. MAY 3, 4 & 5th

1st ANNUAL MOTORCYCLE SHOW by Hi Hats & Wanderlust M.C.'s at Concord Armory, 2925 Willow Pass Rd., Concord, Cal. Open Fri. to 11 p.m., Sat. & Sun. 11 a.m. to 11 p.m. Racing movies, trophies all classes, door prizes, admission $1.50. For more info call (415) 682-7214.

FRIDAY, MAY 3rd

TROPHY PRESENTATION for the Four Aces Moose Run held Feb. 18th, & The Four Aces T.T. Scrambles held March 10th, 1968. Free beer & Pretzels, soda for the kids. Live Entertainment, plenty of parking space. Sign up 8 p.m., start 8:30 p.m. Finishing pins for the trophy winners. Limed from Victory Blvd. & Buena Vista Sts. Destination Machinists Hall, 2600 Victory Blvd., Burbank, Calif.

SATURDAY, MAY 4th

AMA TT STEEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Practice 7 p.m., first race 8:15 p.m. Novice, Amateur & Expert pro. riders.

DIRT DIGGERS HOPETOWN GP & MOTO-CROSS, final segment to be shown on ABC's "Wide World of Sports" TV show. Don't miss yourself at the world's largest race – 32,782 spectators, 826 riders. Consult local TV guide for further info.

SAT. & SUN. MAY 4 & 5th

PAN AMERICAN TRIALS CHAMPIONSHIP (American Round), sanctioned by PARA/FIM, sponsored by Kelsey Trading Co., in Zuni, New Mexico. Two-day event, 6 hrs. of riding each day. Rough varied terrain, numerous observed sections. Trophies to first 5. Zuni tribal dances Sat. night, motels, camping available. Mail entries $10.00, limited to 100 riders. Deadline April 29. Send to Kelsey Trading Co., P.O. Box 265, Zuni, N.M. 87327. If entries open, riders may sign at meeting, May 4 at 9:30 2.m.

MAY 5, 12, 19 & 26th

AMA TT SCRAMBLES by Shasta M.C., all classes. Smooth TT track, practice & signup 10 a.m. til noon, first race 1 p.m. Location: Take Business Loop, Interstate 5, between Redding & Anderson, Cal. Turn west on Happy Valley Rd., follow sign to track. For more info call (916) 241-4008.

SUNDAY, MAY 5th

AMA SPORTSMAN ROAD RACE at Austin, Texas. Presented by the Southwest M/C Racing Assoc. For more info on this and upcoming events, write Races, 2507 T.C.U. Ave., San Angelo, Texas or call (915) 949-1030.

MOTO-CROSS, 1st annual China Beach Orphanage Benefit. Tentative location: Dodger Stadium, Los Angeles. ACA Sanctioned with cooperation of Marine Corps Reserve Officers A[illegible] & Navy League. ALL proceeds [illegible] used to build orphanage at C[illegible] Beach, Danang, Viet Nam. Deadli[illegible] for pre-entries: April 22. Entry $3. Post Entry $25. Write A.C.A., Box 247, Fullerton, Calif. or call (213) 786-9113 or (714) 528-4290.

POSTPONED

AFM CHAMPIONSHIP ROAD RACE at Vaca Valley Raceway, just east of Vacaville, Calif. on U.S. 80, between San Francisco and Sacramento. All National classes will run. $1000 in prizes; cash to GP, trophies to production. Plus $200 bonus from Honda of San Francisco for

SUNDAY, MAY 5th

production class winner(s). Free admission and reduced entry for riders entered by April 27. For info write AFM, 4810 Daisy, Apt. B, Oakland, Cal. 94619 or phone (415) 535-1549, (213) 762-9875 or (805) 967-8919. Paid practice Sat. May 4, Sunday registration & tech. 8-11 a.m. Practice at 10 a.m., first heat at noon. Can also call (714) 442-3338.

2nd ANNUAL RAWHIDE ENDURO by the Wassuk Scramblers M/C. AMA Sanctioned. Star, noon check and finish at Hawthorne, Nevada. First rider out at 8 a.m. Sunday, May 5, 1968. No spark arrestors or mufflers required. Course is approx. 100 miles long. (Not as rough as last year.) Mail entries $4.00, close April 29th. Post entries $5.00, signup headquarters at the Wolf's Lair, Highway 95 East, Hawthorne. For Mail entries or further information write Wassuk Scramblers M/C, Box 872, Hawthorne, Nev. 89415, or call Charlie Jones at (702) 945-2988.

28th ANNUAL SPORTSMAN HILLCLIMB Presented by Modesto Motorcycle Club at Ospital Canyon, south east of Tracy, Calif. Take Hwy 132 west out of Modesto or Hwy 33 south out of Tracy then follow the lime and arrows. Admission $1.50–Children under 12 free – racing starts at noon. AMA Sanctioned.

ACA MOTO-CROSS at Castaic Park, Cal. located no. of L.A. on Hwy. 99, 1/2 mile past Honor Farm. Turn left and go west on Hasley Canyon Rd. 5 mi. to track. All classes 100cc through Open, Jr. & Sr. Pits open 9 a.m., first event at noon. Ambulance, concessions, water truck, sanitary facilities. Entry fee $3.00, adm. $1.50, kids free accompanied by an adult.

PONDEROSA HARE SCRAMBLES presented by Greyhounds M.C. Novice & Amateur only. Four 8-mile loops. Starts 10 a.m., 15 mi. east of Lancaster, Cal. on Ave. J. Trophies to 50% of entries. All classes Dist. 37 Nov. & Am. card holders only.

AMA SPORTSMAN TT RACE presented by Feather River M.C. at Triple M Speedway, Marysville, Cal. New $50,000 1/4-mile TT scrambles track, 1 mi. east of Marysville on Simpson Lane. Signup and practice 9:30-11:30 a.m. Race at 1 p.m. All classes.

AFM CHAMPIONSHIP ROAD RACE at Orange Co. Int'l Raceway. Take Sand Canyon off-ramp from Santa Ana Fwy. (U.S. 101), 10 mi. south of Santa Ana, Cal. $500 guaranteed purse for GP classes, trophies to Prod. classes. Pit gates open 7:30 a.m. For info call (213) 762-9875 or (714) 442-3338.

AMA PROFESSIONAL 3 STAR TT RACE at Tri-City Raceways, West Richland, Wash. Presented by Hill & Gully M.C. For more info contact Jack Cameron, c/o Hill & Gully M.C., 3403 W. Imnaha, Kennewick, Wash. 99336.

TRI-STATE SCRAMBLES presented by Bakersfield Sprockets M.C. at Sprockets Park in Bakersfield, Calif. Signup closes at 11:30 a.m. with first race at noon.

MOTO-CROSS presented by the Everett M.C. at new course never before run on. Location: Clearview, Wash., between Bothell and Snohomish, Wash. Race time noon, practice at 11 a.m. Admission $1.50.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SUNDAY, MAY 5th

HARE SCRAMBLES presented by So. Cal. M.C. AMA Dist. 37 approved point run. Two 40-mile loops, trailbikes 1 loop. Limed from California City, Cal. golf course. Starts 10 a.m. Entry $3.25, includes 25¢ for ambulance standby. Due to Viewfinders Grand Prix on May 25 & 26, this run was approved by Dist. 37 to run on open Sunday.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

3-STAR AMA PROFESSIONAL TT RACE by Oregon Sidewinders M.C. Race starts 1 p.m., rider entry $2.00, spectators $2.00. Special exhib. events in 100cc & 175cc classes. Pit gate opens at noon. At club track on SE Lawnfield Rd., so. of Portland near Clackamas, Ore. Write Diane Seifert, Rt. 3, Box 290-C, Oregon City, Ore. 97045 for more info.

1st TT SCRAMBLES at Uvas Dam, Gilroy, Calif. Cycle Hills at the Hall Ranch by Los Gatos Motorcycle Club. Limed from 101 Hwy. All classes for Men Only. Sign up 8:30 to 11 a.m. Practice 9 to 11 a.m., first race at 12 p.m. All rules enforced. Admission $1.50 ride or watch, children under 12 free. AMA sanctioned.

NIGHT SCRAMBLES, AMA sanction. Presented by Hayward Motorcycle Club. No phone entries will be accepted, Class "C" tires only, signup at 4:00 p.m. to 6 p.m. Practice from 4:40 to 6:30 p.m. 1st race at 7:30 p.m. positions by drawing. Men only. $1.75 ride or watch, lots of good seats. South of Hesperian Blvd. on Depot Road in Hayward, Calif.

SCRAMBLES, in San Rafael, Calif. Take Francisco Blvd. Cutoff from Hwy 101 or Richmond-San Rafael Bridge. Rest of way will be limed and marked. All classes, girls if enough to make a class. Class "A" Traction, signup – & practice 9 to 11 a.m. 1st event at 12:30. $1.50 ride or watch, new improved course with jump. Presented by San Rafael Motorcycle Club, Inc.

EUROPEAN SCRAMBLES by Desert Challengers at Deadman's Point, Calif. Turn off Hwy. 66 at Lucerne Valley cutoff, go east to Hwy. 18 in Apple Valley. Trail bikes 10 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. Separate 1 hour races. Entry $3.25, no affiliation required.

SCRAMBLES by Los Gatos M.C. at Hall's Ranch in Morgan Hill, Calif. Located across from Uvas Dam, upper track. AMA sanc. $1.50 to ride or watch. Signup & practice 9-11 a.m. Race at noon.

THURSDAY, MAY 9th

DISTRICT 37 SPORTS COMMITTEE Referees' meeting for scrambles clubs at Poplar Street Playground, 8:00 p.m. Clubs throwing scrambles events are urged to have their referees attend.

SUNDAY, MAY 12th

SPORTSMAN RACES by Oregon Sportcycle M.C. at Benton Lane Speedway, on Hwy. 99 West, about 5 mi. past Junction City, Ore. Powder Puff included with all Sportsman events. 1 p.m. start. Write Oregon Sportcycle, 1440 S. "A", Springfield, Ore. for more info.

TT SCRAMBLES presented by Lost Angels M.C. at the new track at Little Rock, Calif. AMA point run, small bikes 8 a.m., big 'uns 1 p.m. Concessions. This is only the second race held here. Any traction. Track approx. half-mile long. $2.25 entry, $1.00 gate. Ambulance Lots of laps in each event. Limed from 77th St. and Hwy. 138 Call 768-1058 for more info.

AMA SHORT TRACK RACE at Dixon May Fair near Sacramento, Cal. 3/16-mile dirt track, purse $600. Time trials 7 p.m., first race 8 p.m. Program must run off fast on Sun. night, last night of the fair.

SUNDAY, MAY 12th

16th ANNUAL KIT CARSON SCRAMBLES by Fort Stockton M.C. at Lodi Cycle Bowl, Lodi, Cal. Signup 9 a.m., practice 9-11 a.m., race at noon. AMA sanc., $1.50 ride or watch. All classes except women. For more info contact Bob Sanders, 2009 Yosemite Dr., Lodi, Cal. Phone 368-6313.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

MOTHER'S DAY RUN by Jaspers M.C. Trophies, field events, spaghetti dinner, AMA sanc., RRC pt. run. Sign-in at clubhouse, NW cor. Palm & Mission, Ontario, Cal. from 8-10 a.m. Entry $2.25. For info call (714) 986-3118.

MOTHERS DAY SCRAMBLES presented by the Powder Puff Association at Perris Track near Perris, Calif. Dist. 37 points. Free entry to mothers.

AMA SPORTSMAN HILLCLIMB by San Jose Dons M.C. at Morgan Hill, Calif. Location: Hall's Ranch at Uvas Dam. Adm. $1.50, 200cc & up, lightweights start at 11:30 a.m.

AMA TT SCRAMBLES by Taft M.C. in Maricopa, Cal., 1/4 mile west of town. Practice 10 a.m., race at noon. Graded course, trophies given at race, refreshments available.

FRIDAY, MAY 17th

3-STAR AMA PROFESSIONAL TT RACE by Oregon Sidewinders M.C. at their track on SE Lawnfield Rd., so. of Portland, Ore. near Clackamas, Ore. Rider entry $2.00, pit gate opens 6:30 p.m., 8 p.m. start. Spectators $2.00. Special exhib. events in 100cc & 175cc classes. For more info contact Sidewinders M.C., Rt. 3, Box 290-C, Oregon City, Ore. 97045. Every Fri. night through Sept. 6 except July 5, July 19 & Aug. 30.

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race. Signup closes at 7 p.m., first race 7:30 p.m.

SUNDAY, MAY 19th

HALF-MILE PROFESSIONAL DIRT TRACK at San Jose County Fairgrounds, San Jose, Cal., promoted by Barkhimer Associates. $1200 guaranteed purse. Time trials 11 a.m., racing at 2:15 p.m.

POKER RUN by Ridge Riders Trail Club, Inc. at Apache Canyon, Calif. Single 40-mile loop. Rider meeting 10 a.m., start for over-250 bikes at 10:15 a.m., under-250's start at 10:30. $2.00 donation, sweeps and poker hand trophies. Bring water & lunch. Elev. 3000-7500 ft. Spark arrestors. Contact Bob Doke, 149 Apricot St., Oak View, Cal, phone 649-1960 for more info. Location: 7 miles off Hwy. 33 past Lockwood-Ozema Rd.

SUNDAY, MAY 19th

AMA NATIONAL CHAMPIONSHIP HARE & HOUND RACE, presented by the Salt Lake M.C. at Cherry Creek, just southwest of Eureka, Utah. 8th annual event, extremely varied terrain – soft dirt, trees, Sahara-type sand dunes, sage brush, steep grades, mountain passes, etc. Trophies, finishers pins, merchandise awards. Five-foot perpetual trophy. Course well marked, covered by radio and first-aid equipped jeeps. Entry $3.00 mail entry (closes May 15) or $5.00 post entry (closes at 9 a.m. on race day). Mail standard entry to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101 or write them for more info.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125–250–500–Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Calif. 91335. Close May 15, 1968. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8:00 a.m.

ACA GRAND PRIX ROAD RACE, Riverside, Cal. Int'l Raceway. All GP & Prod. classes 50cc through Open plus sidecars. Pits open 8:30 a.m., first race at noon. Entry $5.00, trophy presentation at track. For info contact ACA, P.O. Box 247, Fullerton, Cal. 92632.

BUSHMASTERS MOTO-CROSS at Beaumont, Cal. All classes, three 30-min. motos per class, race as follows: 0-125, 126-250, 251-Open. Take US 60, 70, 99 to Beaumont Ave. offramp. Follow lime 2 miles south. First race 10 a.m.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock, Wash. Fairgrounds. Contact club at Box 51, Castle Rock, Wash. for more info.

HARE SCRAMBLES by Simi Valley M.C. Limed from Calif. City, Cal. golf course. Three 40-mile loops. 10 a.m. start. For info call Gary Peterson (213) 981-1388 after 6 p.m.

15th ANNUAL RED ARROW ENDURO by Sonora Pass M.C. at Confidence, Cal. First rider out at 10:01 a.m. Dirt roads, trails, very little highway. Spark arrestors a must. Entry fee $3.00, post entry $5.00. AMA entry form or write Sonora Pass M.C., P.O. Box 259, Sonora, Cal. 95370.

TT SCRAMBLES by Experts M.C. at Mesa Speedway. Graded, surfaced 5/8-mile TT course, Class C traction. Practice 10 a.m., race at noon. Gear high. So. on Interstate 5 to Main St. turnoff so. of Chula Vista, Cal. Follow Otay Mesa Rd. & lime to track. For info call Earl Roloff at 479-3209 or 239-6119 in San Diego.

SAT. & SUN., MAY 25 & 26th

GRAND PRIX SCRAMBLES presented by Viewfinders M.C. & Stuntmen's Assoc. Proceeds to charity. AMA Dist. 37 desert and scrambles points. Held at Alberson's Movie Ranch, take West Lake turnoff off Ventura Fwy., proceed north to ranch. Classes 0-250cc on Sat., 250-Open on Sun. Powder Puff on Sat. Sidehacks run two 3-lap races Sat., one 6-lap race Sun. Gates open 7:30 sharp both days. Sweeps winner on Sat. runs in Sweepstakes. Mail 0-250 entries to Rock Walker, 6801 N. Valley Circle Bl., Canoga Park, Cal. 91304. Mail 250-Open entries to Steve Chambers, 18444 Collins St., Apt. 17, Tarzana, Cal. Mail entries $8.00, post entries $25.00. Entries close May 1.

SATURDAY, MAY 25th

PROFESSIONAL 3 STAR RACE by Oregon Sportcycle M.C. at Benton Lane Speedway on Hwy. 99 West, about 5 mi. past Junction City, Ore. Starts at 8 p.m. Sportsman 100cc & 200cc races included. Write Oregon Sportcycle, 1440 South "A", Springfield, Ore. for more info.

SUNDAY, MAY 26th

V.T.R.A. 5th ANNUAL TRAIL RIDERS ENDURO, on Alamo Mountain Rd., 1st rider out 10:01 a.m. Start, finish & lunch same place. Approx. 25 mi., all dirt roads, mostly trails. Spark arrestors mandatory. Mail entry $3.00, post entry $5.00.

THURSDAY, MAY 30th

DOUBLE EUROPEAN SCRAMBLES by Victors & Rams M.C.'s. Two separate courses, Dist. 37 points. Benefit run for Dave Ekins and John Stein. 45 min. races. Trail nov. & heavyweight nov. start 8 a.m. Limed from the Hi Vista, Cal. store.

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Limed from Bakersfield exit on Hwy. 101. Practice 10 a.m., first race noon rain or shine. AMA sanc. Concessions, camping. For info write Box 2177, Orcutt, Cal.

SPORTSMAN HILLCLIMB at Saddleback Park near Irvine Park, Cal. Take Newport Fwy. to Chapman Ave., go east to Santiago Canyon Rd., right to Peters Canyon Rd., left to gate. 8 a.m. start. ACA/FIM sanc. For more info or entries contact Mike Capalite, 7544 Washington Ave., Huntington Beach, Cal., (714) 842-3813 or (714) 847-7629.

AMA SCRAMBLES by Eastside M.C. at Morgan, Cal. Location: Cycle Hills at Uvas Dam. All classes, $1.50 ride or watch, kids free. Practice 9:30 a.m., start at noon.

SO. CALIF. M.C.
HARE SCRAMBLES
MAY 5
Date changed from May 26th '68 because of Viewfinders Grand Prix May 26, 1968

District 37 Points, limed from Calif. City Golf Course 2–40 mile loops, trail bikes 1 loop, no dust, high territory.

Memorial Day
HILLCLIMB

1st ANNUAL
CHINA BEACH BENEFIT MOTO-CROSS
MAY 5th
POSTPONED
DUE TO LACK OF PERMITS
NEW LOCATION AND DATE TO BE ANNOUNCED
REGULAR ACA SANTIONED MOTO-CROSS MAY 5th, CASTAIC PARK
NEW AND IMPROVED COURSE
COURSE VISIBLE 99% TO SPECTATORS–POST ENTRIES ACCEPTED
WE'RE NOT GOING TO SOCK IT TO YOU – ENTRY $3.00
ADMISSION $1.50 – CHILDREN FREE
IF YOU WOULD LIKE TO SEE MOTO-CROSS AT ITS BEST, WE INVITE YOU TO CASTAIC PARK.
Ambulance Concessions Water Truck Sanitary Facilities

ORANGE COUNTY
INTERNATIONAL RACEWAY
Presents
AFM NATIONAL
ROAD RACE
MAY
12
$500.00 PURSE
ADMISSION $2.00
FIRST RACE 12:30

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Receptionist. . . . .Louise Marshall

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Voices

MOJAVE CHAMBER OF COMMERCE RESOLUTION RE: SUNLAND SHAMROCK MOTORCYCLE CLUB

Whereas, the members of the Shamrock Motorcycle Club held an Enduro Meet in Red Rock Canyon the weekend of April 6 and April 7, 1968, for the purpose of raising funds for the Mojave Medical Center Fund and did raise $400.00 for this purpose and

Whereas, in the year 1967, the membership of the Sunland Shamrock Motorcycle Club donated $100.00 for the Mojave Medical Center Fund and

Whereas, the members of the Sunland Shamrock Motorcycle Club have distinguished themselves in the manner in which they use Red Rock Canyon and other areas – always leaving a clean camp and cleaning up after others – NOW

Therefore be it hereby resolved that the Board of Directors and membership of the Mojave Chamber of Commerce extend the heartfelt gratitude and congratulations to the members of the Sunland Shamrock Motorcycle Club for their fine example of humanitarianism and good citizenship.

WILLIAM H. DEAVER, President
CYRIL CAROL, Vice-President
O.K. PARKER, Treasurer
Mojave, Calif.

COMPRESSION RELEASES OUT FOR FLATTRACK 2-STROKES

I have enclosed a copy of a letter I received from Jules Horky that might interest you. I was prompted to inquire of the AMA about braking devices, when I found that to successfully compete against a two-stroke using a compression release for braking, a four-stroke needed a brake.

"Dear Mr. Curtis:

"In regards to your questions concerning compression release as a braking device, the rules are very specific and state that no brakes can be used in Class C racing. Since this compression release is used as a brake our interpretation would be that this would not be permitted. At the recent Indoor Short Track National held in Houston, there were several machines with compression releases or pads that rubbed on rear type tires and friction devices on flywheels. These were all disconnected since the committee felt that they were braking devices and therefore could not be permitted.

Sincerely yours,
AMERICAN MOTORCYCLE ASSN.
Jules Horky
Competition Director"

I don't think it's fair to handicap the two-strokes by taking away their biggest asset (their compression release brake) nor do I feel it's fair to run a four-stroke without equal stopping power. The only logical answer would be to allow everyone a brake. To allow a compression release on a two-stroke and a brake on a four-stroke wouldn't be fair either because the compression release would be a definite advantage.

GEORGE W. CURTIS
Class C Expert #64y
Richmond, Calif.

Readers are advised that opinions expressed in the "Voices" column are not necessarily the views of the publisher.

BONANZA BOO-BOO

In your issue of May 2, 1968 there was an error in the race results for the Bonanza Hare and Hound of April 7, 1968. They should read as follows:

650 NOVICE CLASS	
1. Howard Sutton	Tri
2. Ron Dotson	Tri
200cc CLASS	
1. Mike McGowan	Bul
2. Homer Hybarger	Hon
3. David Wilson	Bul
100cc CLASS	
1. Pat Cully	Sac
2. David Zeolitz	Sac
3. Cody Trehal	Hon
4. Charles Smart	M-B
5. Lester Sturgeon	Kaw
6. Tom Willis	Hod

If you could make these changes I'm sure it would be greatly appreciated by the riders who we left out. Sorry for the inconvenience. Thanks.

DOUG HARRISON
Sec'y, Nevada Trailblazers M.C.
Reno, Nevada

ELLIOTT SCHULTZ SPEAKS OUT AS A PROFESSIONAL RACER

My name is Elliott Schultz Jr. I'm a "sport" motorcycle racer who is trying along with thousands of other "sport" riders to become professional motorcycle racers. Every letter that's been sent to me by our great dictators somewhere in Ohio keeps calling me a "sport" motorcycle rider. It's true, sometime in the past I was a guy who rode for the sport of motorcycling. Then one day I thought, boy, it sure would be great to have all this fun and get paid for it, so I sent for a professional card which cost me $22.00 a year, thinking I would be in a club that would look after its members. Anyway, I thought if I could win 18 races in a row like I had riding sporting events I could make maybe $20,000 a year, maybe even more (but surely no less).

Well, back in 1964 I was lucky enough to win 44 races, 16 in a row, which I was proud of. Just for the record this is how much money I made (and this is riding for 100% – most guys have to split with their mechanic). I made $8000. I'm not bragging because honestly I'm ashamed of it. All this time I had a wife and two boys that were depending on me to take care of them and as many of you know you can get hurt awful easy at the speeds we go.

My brother teaches math in Michigan. He said, "Elliott, in order for you to have the one-lap record at 22.44 seconds you had to average 80.2 mph. This means for that one lap you would be going into the corner at somewhere around 95 mph." So just for kicks, open your car door at 95 mph and jump out. Then maybe you'll have some idea what it's like to fall on a half-mile track going into a corner at 95 mph. What I'm trying to say is I'm ashamed of taking that chance for only $8000. Now I think $38,000 would be more like it. Then if someone asked me what I do for a living I could stick my chest out and say "I race motorcycles and I make $38,000 a year and I'm damn proud of it."

There're two reasons I'm writing this letter. One is because I tied for that 44 wins with another fellow and I think that 44 wins is the most anyone has ever won in one season at Ascot and I'd like for you to know how little we make and how the great dictators somewhere in Ohio are trying to make it even less.

The other reason is I'm thinking that many sport riders and professionals and spectators think the MRI (Motorcycle Racers, Inc.) let them down as far as making money for the pro racers. This is not true. Did you know the MRI has had four meetings just to vote on if we should ride for 40% or not? And did you also know that it was voted each time almost 100% in favor of 40% or nothing, and that at the last meeting the vote was 17 to ride for $2,100 and 59 not to ride unless it was 40%? Well, as it turned out there were 18 Experts who belong to the MRI who rode and 47 Experts that did not ride because they knew they were not riding for 40%. Those that rode did so for $2,100; if it had been 40%, I'm guessing, but it should have been about $4,000.

Most of the support not to ride unless we got paid a fair 40% came from the Amateurs and Novices, and all the years in the past the Amateurs and Novices have always looked up to the Experts and whatever they did. Well, this time they did not. They are looking ahead for the day when a professional racer can make good money racing, and just think, I can remember when I was a Novice and couldn't wait to become an Expert. Now I would be proud to be a Novice. They can at least look into the future and 18 Experts and everyone that rode cannot see past their noses.

There were 85 total entries Friday night so those 85 riders took it upon themselves to vote to ride for every rider in the whole country, riders I'm sure would have voted the same as I and the rest of the guys who voted in all four meetings not to ride unless we got paid a fair share of the money, and we feel that 40% is a fair share. So what has happened, instead of those 85 guys supporting us, the many thousands of people I'm sure want to see pro racers make more money have to support those 85. By this I mean we ALL have to race to put on a good show and you have to come and give your money to everyone but the racers who put on the show you like so much.

Maybe you think that makes the MRI bad but I'll tell you this. If it were not for the MRI they would race Ascot for $900. Instead they are riding for $2,100 and next week $2,400. All I can say is I'm proud to be a member of a group where you can vote instead of having someone dictate like those guys in Ohio.

I love riding for sport. Along with many people I think it's one of the best sports in the world, but I, like many riders, feel there is a difference between sport riding and professional racing – the difference being one you do for sport, the other you do for money. The only thing is, for some reason or another our great dictators somewhere in Ohio do not know the difference between the two. They keep calling me a sport and I keep telling them I'm a professional. This is what this letter is all about. If you love the sport as much as I love the profession, please write our great dictators somewhere in Ohio and tell them the difference between a sport and a profession. You along with all the professionals all over the United States can by your support get enough money into professional racing to make it worth falling on a half-mile at 95 mph.

One last thing. I'll write these figures down and you tell me if you think it's fair or not. You have a motorcycle that has 750cc and because it is a side-valve they (our great dictators) think it's fair. But if you have an engine that is an overhead valve, not a side-valve, you can only run 500cc. They also think that's fair. Now someone built a 500cc engine called a two-cycle that has no valves at all. Our great dictators got to thinking, it's 250cc smaller but they might get it going fast enough to beat this poor little undersize 750cc engine so we'll have to slow it down somehow. Well, let's see. We could make them pull one plug wire but, no, someone might see that. Then someone though, "I know – they have a five-speed gearbox; we'll make them run four speeds." That was good thinking because it did slow them down.

I wonder if someone built a 750cc engine with no valves at all if our great dictators somewhere in Ohio would think that was fair? I don't really mind because I race a 500cc engine and when I win and there're lots of those 750cc jobs in the race I feel like a jockey must feel when he wins a handicap.

Also, a 360cc motorcycle got 2nd, 3rd and 11th at Daytona. I wonder what our great dictators are going to do to slow down a motorcycle that's less than half the size of a 750cc motorcycle? Probably make them run with no tires.

Very truly yours,
ELLIOTT SCHULTZ, JR.
Expert #20r
Long Beach, Cal.

P.S. The way our great dictators somewhere in Ohio do things, I will probably get my professional card taken away for writing this letter but I wanted to let you know how many professional racers feel but don't have enough courage to stand up and say so. If they pull my card I promise I'll write Cycle News and tell you so you can see how they do things. Motorcycle racers are underpaid about $500,000 a year for all races over the United States.

Legislative Notebook

By Barbara Adams Dahms

Assemblyman Leon Ralph.

The amendment to remove helmet and eye protection requirements from "the motorcycle bill," AB 289 was the joint effort of two young, liberal assemblymen, John Burton from San Francisco and Leon Ralph of Los Angeles.

Assemblyman Ralph, who moved out the eye protection requirements is a first termer in the legislature. He represents the Watts, Compton, and Willowbrook areas with some precincts in Lynwood and South Gate in his district. He is no newcomer to the legislative process, however, having been previously an Administrative Assistant to Jesse Unruh, Speaker of the Assembly. Before that he worked in the Aerospace industry as an Analyst.

He is University of Colorado educated, a native of Virginia and has never yet ridden a motorcycle.

"I didn't think the helmet provision was fair," he said after the hearing. "It discriminated against the motorcyclist."

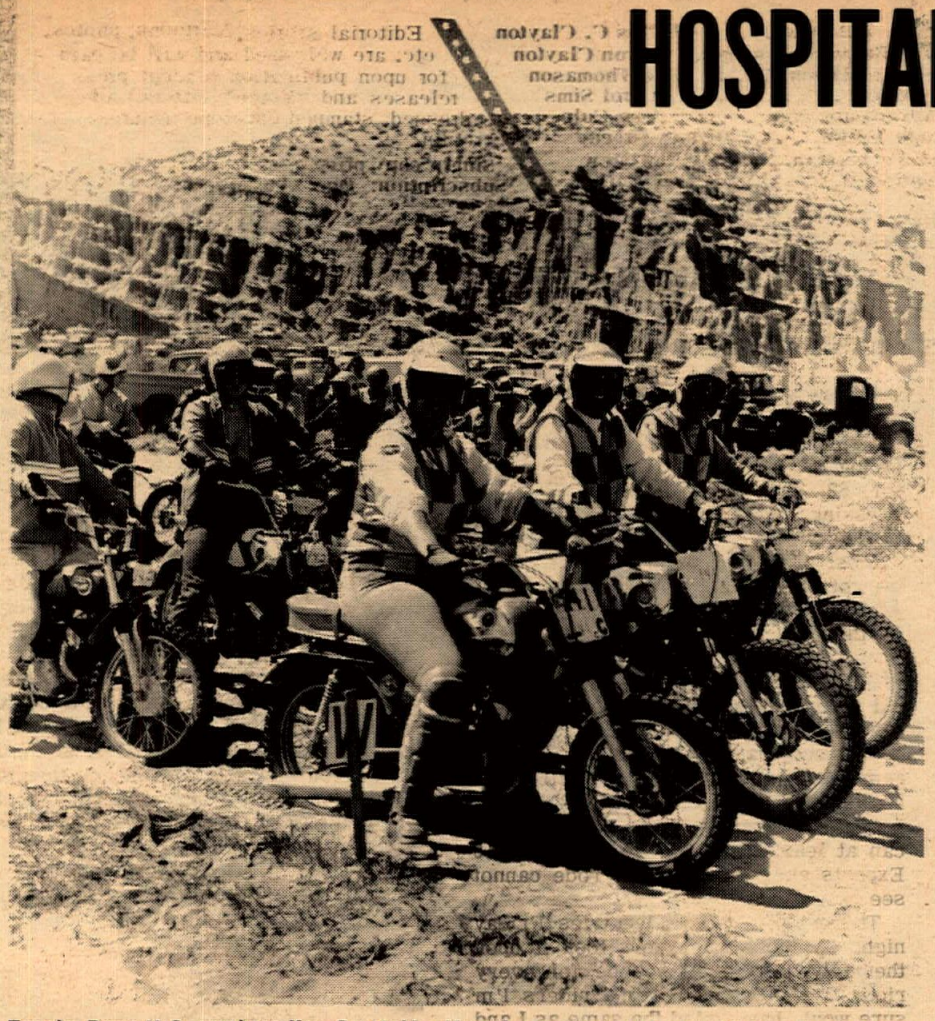
"I believe the licensing provision is good and is needed. It may cut down injuries and fatalities more than requiring helmets, goggles and other safety equipment. A lot of laws," he said, "don't serve any useful purpose. Sometimes I think we get hung up on passing laws."

Mr. Ralph said the safety equipment requirement sounded like a good idea at first, until he heard our side. After looking deeper into the situation, he felt that helmet wearing should be a personal-choice matter, not a legal requirement.

The helmet domonstration was an excellent idea." he continued. "It shot the bill right out of the water, and Assemblyman Foran knew it. You performed a tremendous service to the state and to the legislature. We are not cyclists and were not aware of some of the practical problems."

Assemblyman Ralph's young son owns a mini-bike and as we discussed the unique satisfactions of motorcycle riding he mentioned he had often thought of riding but some how had never found the opportunity. Perhaps the next time we provide a demonstration for the legislature we should take motorcycles to go with the helmets.

SHAMROCKS 8th ANNUAL ENDURO.. MOJAVE HOSPITAL BENEFIT



Female Rams M.C. members Kay Constable, Mary Green, and Coleen Jacklett made their first Enduro in five and one-half hours.

Some of the sandy turns can be tricky, especially if you have been riding for a while and are tired. A "feet up" style is best.

Story by Dick Wright
Photos by Jeff Wright

Dick Chase, #30A on a Norton Twin, took the overall Sweepstakes win for the 120-mile desert enduro with a loss of only two points. His riding partner, Bud Houseman, #30c also on a Norton Twin, took first A Heavyweight with a loss of four points, and was tied with D. Evans on a 250cc Bultaco, who also lost only four points and took first B Lightweight.

The area chosen by the Shamrocks M.C. for their April 7 run was 20 miles north of Mojave, Calif. in Red Rock Canyon, just left of Dove Springs Road. It was a great place for camping, and there were a number of families that set up camp beside the high cliffs on the north end of the large pit and starting area.

There was a combined Heavyweight and Lightweight entry of 271 scheduled to go two loops for 127 miles. The Trail Bike class had 116 entries and were to go the first loop of fifty miles.

The territory was very scenic, with every type of desert riding imaginable. To quote the winner, Dick Chase, "I really enjoyed all the hills and sandwashes, and my bike ran good. Everything went just right."

Another rider who enjoyed the run was Eddie Crowell, who rode the entire two loops on his Hodaka and was early at the first two checks, so he "just turned it on and rode for fun," and was an hour early at the finish.

At 10:30 there was three girls on the Trail Bike starting line from the Rams M.C., new riders out on their first runs, but they were all smiles and ready to go, not knowing what was in store for them. We have to hand it to Kay Constable, Mary Green, and Coleen Jacklett; it took them five-and-a-half hours, but they were determined to finish, and all three of them did. They were lucky to have good equipment, properly set up, which helps a lot. To quote Mary Green, "Now we know what the guys are talking about when they are bench racing."

Chase Prepared

After the long day of riding and many hours of figuring the times and check points, Chase was determined the winner. He didn't just "luck in," as he had his route all set up on a time tape, which calculated the number of minutes he had to travel a certain distance. He also had a speedometer and clock mounted in rubber on the handlebars. Other wins by Chase include the 1966 Greenhorn and the 1966 Jackass Enduros.

Houseman and Evans were tied with points lost, but were in different classes. The fourth man in was P. Eichman, #31A on a Bultaco, taking first A Lightweight, and John Steen was fifth in, grabbing second A Heavyweight on a Rickman.

L. Taylor placed sixth and third A Heavyweight on a Triumph; R. Eaton was twenty-third and first B Heavyweight on a Matchless; George Green on a Husky took second B-Lightweight on his first enduro and can't wait for the Greenhorn in June. R. Coliva on a Triumph was twenty-seventh and took second B Heavyweight. The Team Trophy went to the Orange County M.C. team of R. Ahlefeld, W. Elliott, and C. Jiles.

In the trail bike class, D. Woods, #122c on a Yamaha, was the Sweepstakes winner. Norm Fischer, #136a was the first B rider on a Hodaka and second man in, and G. Hinshaw, #140c on a Sumbichi was the A rider, with Frank Heacox and Ralph Adams taking second and third A riders, all Hodaka-mounted.

The oldest rider out was Lloyd Larson, age 68, an old desert hound on a Triumph, who placed twenty-fifth overall. The youngest rider was 11-year-old Larry Roeseler, who finished twenty-fourth in the trail bike class on a Sachs. Not a bad ride for both Larson and Roeseler, which shows that enduros can be a blast for all ages, and safe because it is not a test of speed.

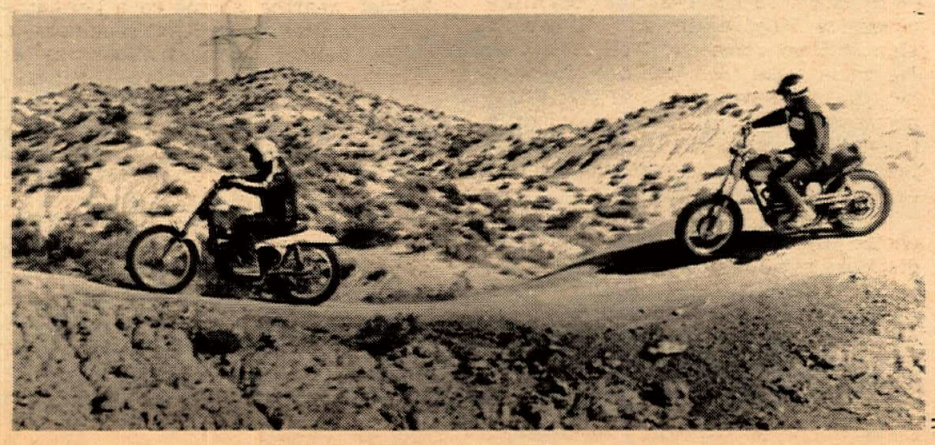
How To Survive

Riding around the course a half-hour after the last rider left the starting line, I came to realize that there were a lot of new riders out for the first or second time who didn't know some of the basic rules of survival necessary for taking off in the desert to go twenty miles away from the pits. The following is a brief list of items which a rider should have in case of trouble:

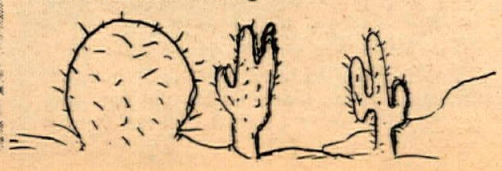
1. A good rope, so that he can be pulled in if he breaks down, (and a good friend with a bike to come out and get him). It is not the club's obligation to come out and pull a bike in; the clean-up crew is to find out where you are and what you need to get out, and move on around the course. They are to find the rider who may be hurt and get him out right away, and let the pit crews go out for repairs.
2. A canteen of water.
3. Matches, in case a rider gets stuck and it gets cold.
4. Basic small tools, as he may be able to fix the trouble and get back to the pits. A rider should always check his own bike over before going out – there have been a lot of flat tires because rim locks weren't used.

The Shamrocks M.C. was able to turn over a $400.00 check to the Mojave Hospital Fund, which the hospital people were happy to receive. The Trophy Presentation will be held at the Sunland Park in Sunland at 8:30 p.m. on May 22, 1968. Coffee and doughnuts will be served, and all the riders who left their gas cans at the gas check can pick them up at that time.

(Results on page 20)



Above: Two female enduro riders stop for rest and a little makeup. Top Left: The great weather and beautiful countryside brought out many campers. The Red Rock Canyon walls protected campers from wind. Left: This ridge gave many of the riders problems about three miles out from starting area.



CYCLE NEWS says

LET'S GO TO THE RACES

HAABY HONKS TO ASCOT HALF-MILE

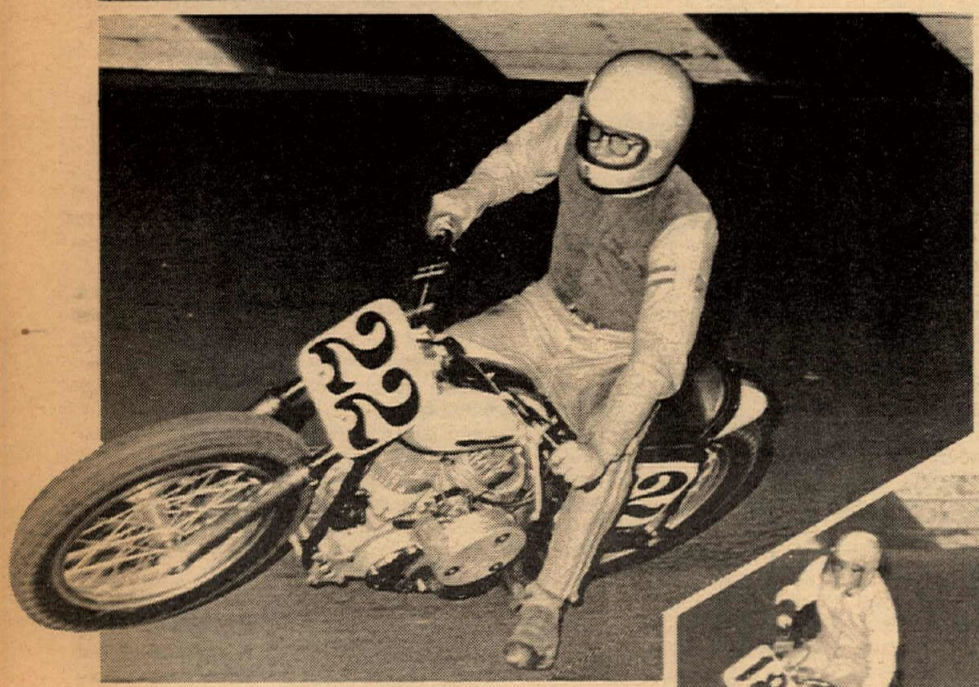
Story by Carol Sims
Photos by Dennis Greené

With a good crowd in attendance, and the half-mile dirt track well-manicured for competition, weekly Friday night professional motorcycle racing got underway at Ascot Park on April 26. Victorious in the 15-lap Expert Main Event was Dan Haaby, Harley-Davidson mounted this year for tuner Gary Bray, whose BSA he rode to last season's flattrack title.

It was a wire-to-wire win for Haaby, although he was challenged in the early laps by Chuck Jones (BSA). Jones, who had come from behind to beat Dan in the Trophy Dash, began to slow at about the 7-lap mark, and his machine finally expired in a puff of smoke on lap 12.

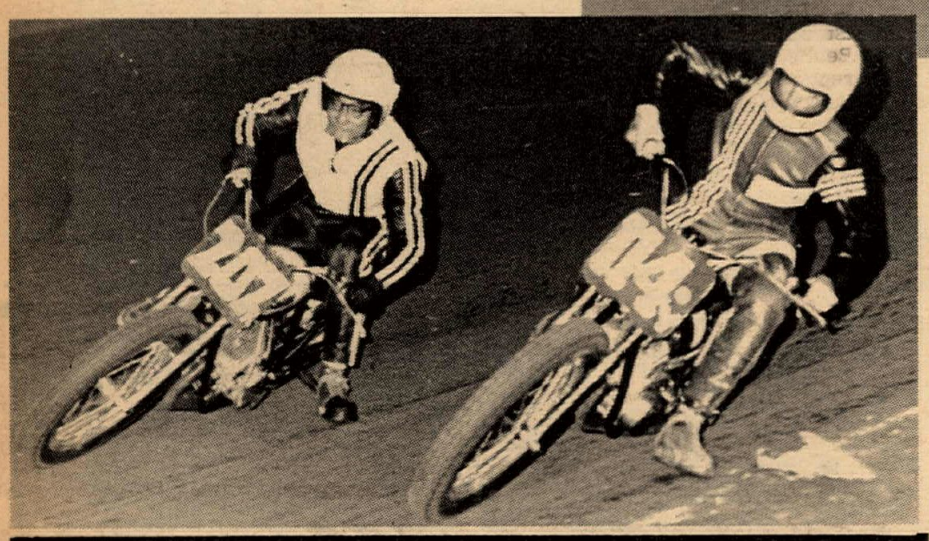
Moving up from a distant 9th on lap one to take over second spot was De Wayne Keeter, riding one of Dick Kelm's BSA's. The other Kelm Beezer, with Shorty Seabourne aboard, ran third until Shorty had a little run-in with the wall on lap four, dropping back to 7th, and there he remained until Jones went to the pits, which put Seabourne 6th at the finish.

Randy Say, who had aced Gene Romero (H-D) out of the final transfer spot from the semi on the last turn, wound up third



Across the finish line for the 3-lap Trophy Dash win comes #27 Chuck Jones (BSA), closely tailed by Main Event winner #22 Dan Haaby (H-D).

Above: Dan Haaby took both heat race and Main. Right: #18 Phil Todd (BSA), #15 Ralph White (Kawasaki), #44 DeWayne Keeter (BSA), #17x Randy Say (BSA) and #20 Gene Romero battle in heat race.



Tom Rockwood (20x) and Triumph were the winning Amateur Main combination. He won his heat race and made the Trophy Dash, too. Left: 2nd and 3rd in the Novice Main went to #114y Eldon Hinkle (Suzuki) and #207 Dennis Kanagae (Kawasaki).

Victorious in nine straight professional races, #101r Keith Mashburn came from behind to do it in the 8-lap Novice Main Event, mounted on a Yamaha.

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in the Main ahead of fellow BSA riders Phil Todd and Paul Conserriere.

Rockwood Roars

A most impressive performance was turned in by young Amateur Tom Rockwood, riding the Ascot half-mile for the first time on one of Joe Dudek's Triumphs. Tommy joined the three Expert heat race winners – Haaby, Jones and Seabourne – in the Trophy Dash and wasn't far behind his more experienced compatriots at the finish. Then he went on to win the 10-lap Amateur Main Event from the drop of starter Whitey Lyons' flag, stretching it out over Rick Elisarraras (BSA), Alex Chinowski (Honda) and Mark Brelsford (BSA).

In the Novice class, Keith Mashburn (Yamaha) took over the Main Event lead from Stockton's Eldon Hinkle (Suzuki) with two laps to go and continued on to victory. Hinkle, clean-sweep winner at San Jose the week before, was second. Both riders earlier won their heat races, as did third place Dennis Kanagae (Kawasaki).

Differences Settled

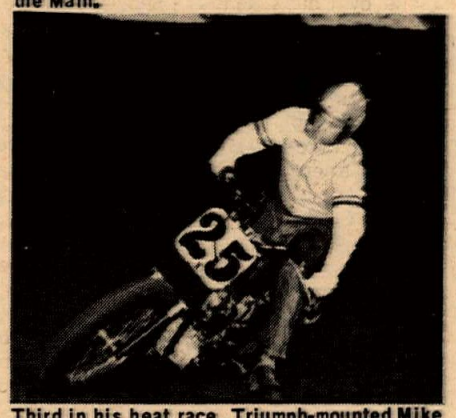
The familiar Gardena, Calif. track had been playing host to midget race cars of the Bay Cities Racing Association since the originally scheduled motorcycle opening night, April 5, was the scene of a precedent-setting boycott by riders in protest of a flat $1500 purse, as opposed to the 40%-of-the-gate payoff in effect for over ten years.

After meetings between promoter J.C. Agajanian and the riders' group, Motorcycle Racers, Inc., several agreements were reached that would have bettered this payoff structure, but a proclamation last week by the American Motorcycle Association stated that only flat guaranteed purses would now be allowed under AMA sanction. This resulted in the offer of a flat $2100, $600 more than the original setup.

Stylish Mark Brelsford, #47y from No. Calif., went to the Amateur Main from the semi, stormed to a fast-closing 4th at the finish.

Left: #80y Jim Rice worked his way past fellow BSA rider #92r Reg Chosney, took 6th in Amateur final.

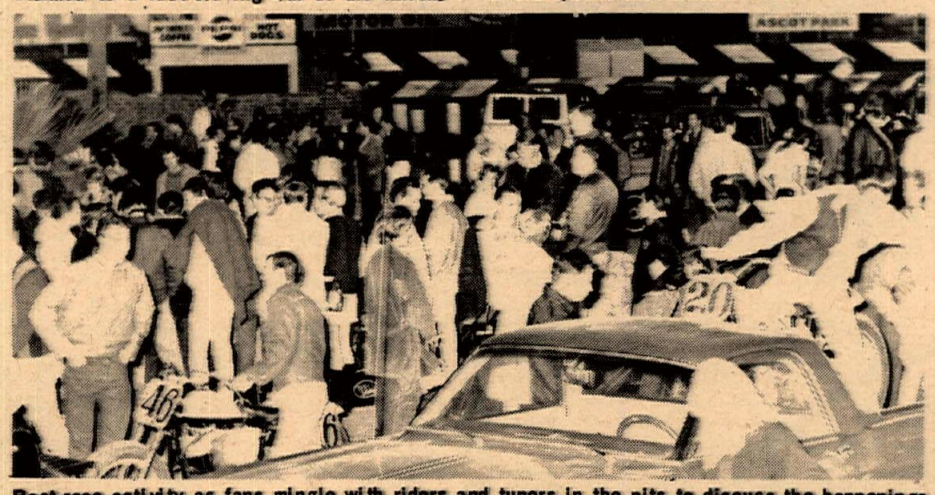
Yamaha-mounted Duane Lundberg (175) made it to the Novice semi, but didn't transfer to the Main.



Third in his heat race, Triumph-mounted Mike Morton (25x) missed a transfer spot to the 10-lap Amateur Main.

Harley rider Jan Crawford (45r) took 2nd in the Expert semi, worked up from last place to 7th in the final.

One of two Hondas in evidence at the Ascot opener was ridden by Alex Chinowski (35x) to 3rd spot in the Amateur final.



Post-race activity as fans mingle with riders and tuners in the pits to discuss the happenings of the evening.

MRI members were divided in their reaction. They had fought long and hard for their 40%. The majority of members chose not to ride, hence the conspicuous lack of many top riders in all three divisions – Expert, Amateur and Novice. No picket lines were in evidence; it was a silent protest. But with the announcement that the coming week's purse would be increased to $2400, one and all have agreed to participate...and this Friday night's Ascot racing program should be a world-beater!

Then on Saturday evening the monthly TT Steeplechase event takes place, so fans can enjoy an action-packed double-header this weekend – packed to the brim with professional talent.

(Results on page 20)

The 350cc Kawasaki ridden by Ralph White (15) in the Expert class suffered from teething problems during its first outing.

RIDERS VS. RANCHERS IN NO. CAL.

By George Martin

For many years the 16 million acres of federal public domain lands in California were pretty much ignored by everyone except a few sheepherders. But no more.

Americans, and Californians particularly, have discovered the motorcycle, and they have also discovered public lands. The U.S. Department of Interior's Bureau of Land Management estimates in a recent report that up to 450,000 persons have been involved in motorcycling on public lands in Southern California only.

Fewer Northern Californians ride public lands, but this is because there are fewer public lands to ride on.

As might be expected, the sudden influx of thousands of motorcyclists to areas where farmers had for years considered the land "theirs" has created some problems.

And oddly enough, the problem seems to be coming to a head in Northern, not Southern California.

Complaints from ranchers in the Panoche Hills area south of Los Banos started the dialogue. Officials of San Benito County set up a meeting, and out of it was formed the San Benito County Subcommittee on Motorcycle-Livestock Problems. The committee is half stockman and half cyclist in makeup. It met a second time April 10 in Hollister and has another meeting slated for May 8 in Hollister at 8 p.m. in Veteran's Hall.

A problem, and a blessing, considering the political power of rural California ranchers, is that no local body has jurisdiction. Public land is a federal affair, and the laws concerning it were made long before anyone thought about the sport of trail riding.

Last week the motorcycle half of the San Benito subcommittee met with about 30 representatives of cycle clubs at Hall's Cycle Center in Gilroy. Presiding were Pete Lomanto of Hollister, Lefty Miyanagi of Salinas and David Dubois of Hollister.

"We're sort of a subcommittee," Miyanagi said. "Government moves very slowly. It may take three to five years before Congress passes a law about public land use, but it could come in six months. Right now we need a working agreement with the ranchers, something we all can live with."

What riders want is as much access to the public lands at Panoche as possible. Presently, riding at Panoche is strictly limited, because private property surrounds the public lands and farmers refuse cyclists permission to cross their property to get to the public lands. A bright spot is a bill currently before Congress to amend section 15 of the Taylor Grazing Act, so that ranchers who sign up for grazing leases on public land, must allow public access to that land through their private holdings.

Letters to Senators Thomas Kuchel and George Murphy and area Congressmen urging support of this measure will help here. Kuchel is ranking Republican on the Senate Interior Committee and is already aware of the need for land use guidelines.

At last week's meeting in Gilroy only one concrete proposal was agreed on; that a special cycles-only area should be pushed for. The group decided to try for another meeting May 1, again at Hall's and again at 8 p.m.

The riders are handicapped by an information gap. Panoche land is so marginal that stock is only allowed to graze on it during "wet" years, and it is worth so little that ranchers get grass leases for seven cents per acre.

Few surveys have ever been made, and even the Bureau of Land Management has been unable or unwilling to supply accurate maps of just what land is public, what is private and what is leased and what is not. Cyclists asking specific questions have been met with evasive answers.

For instance, there is a point where a 90-degree corner of public land touches a public road in the Silver Springs area. Since a motorcycle tire is only about four inches wide, this would theoretically guarantee any rider access to the land.

But the cyclists on the committee have so far been unable to find out just where that magic spot is. They hope that information will be forthcoming at the May 8 meeting in Hollister.

Another difficulty is that the land is divided in big squares, with public and private lands interspersed. If a rider refuses to leave privately-owned land, the rancher can sign a complaint and have him arrested. Yet it is nearly impossible to know just what land is verboten, since even the Bureau of Land Management is hazy on the matter.

The meetings will continue, and hopefully a workable solution will be found. But clearly, the days of carefree riding at will over public land in Northern California, are numbered.

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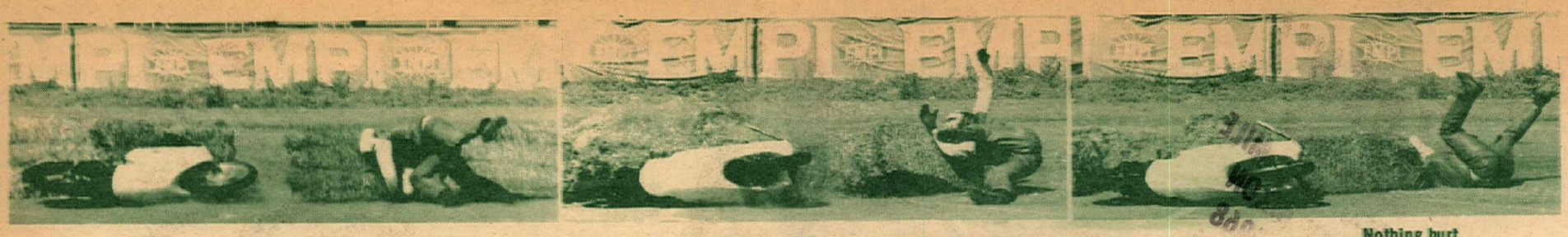
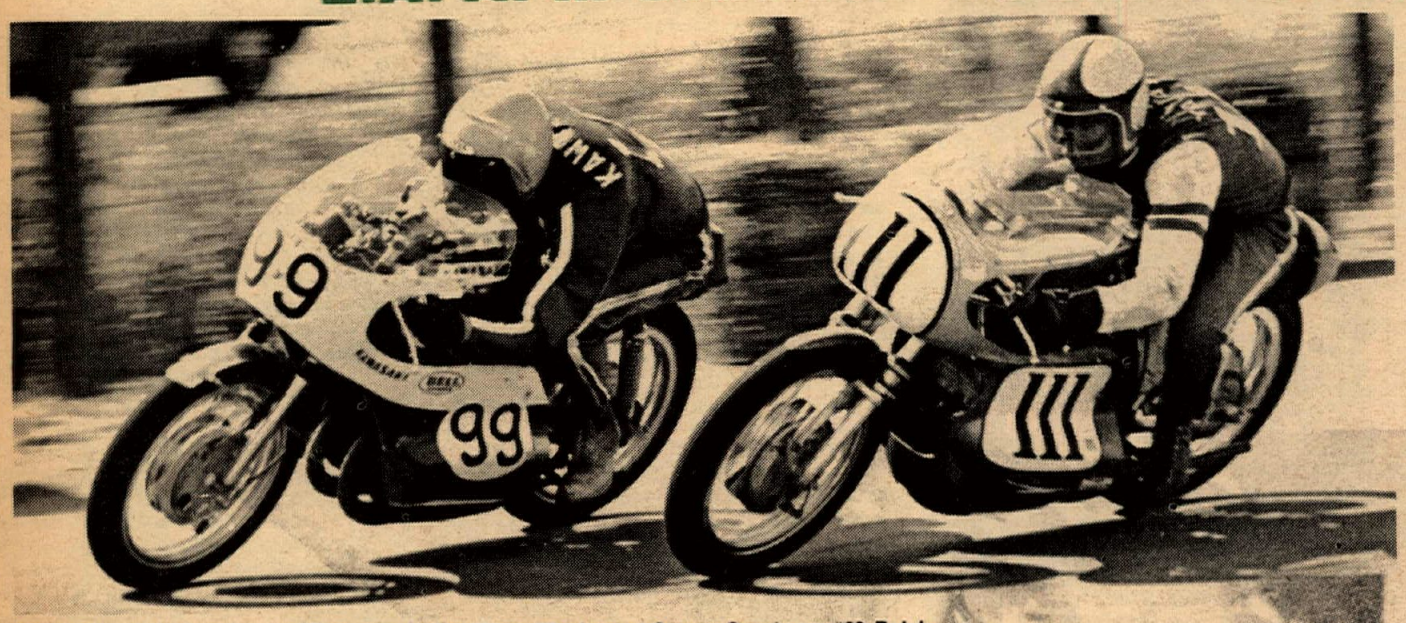


Nothing hurt but his pride.

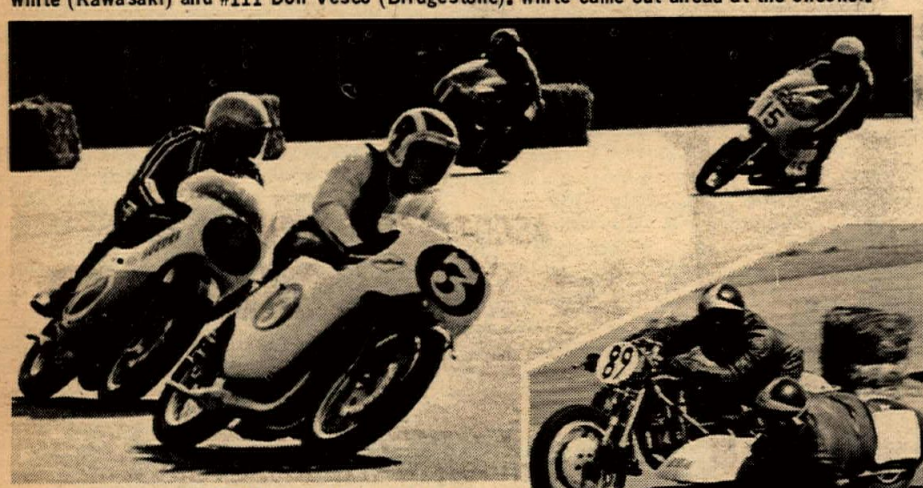
L.A. AFM ORANGE COUNTY OPENER



The battle of the brands — wailing away in the 350cc GP class at Orange County are #99 Ralph White (Kawasaki) and #111 Don Vesco (Bridgestone). White came out ahead at the checker.

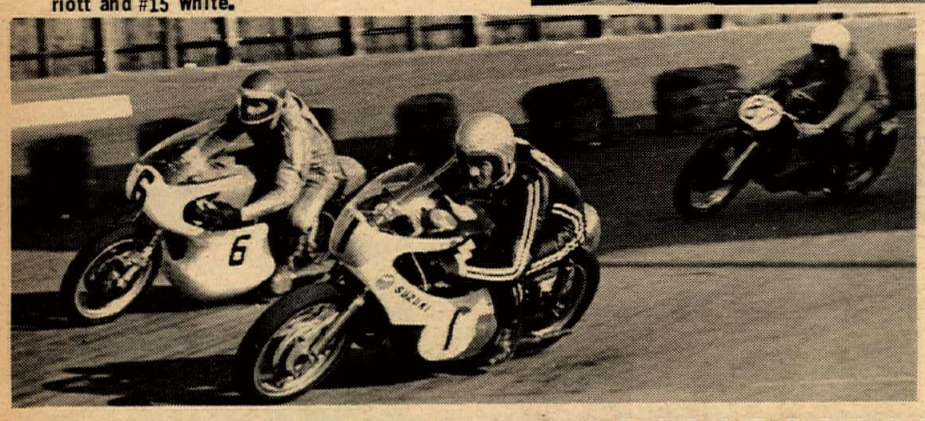
Story by Tom Finlay
Photos by Dennis Greene

The L.A. Chapter of the AFM opened its road racing session in Southern California with a pro race at Orange County International Raceway on April 7. A $500 purse was paid to the GP classes. The program was opened by three and four lap heats; then came the 50-100cc Main.



Rounding a turn, #3 Pierce, #1 Grant, #1 Parriott and #15 White.

Sidecar teams of #89 Bakker/Bender (BSA) and #711 Pridmore/Caesar (Triumph).



Above: Father and son — John and Steve Mc Laughlin. Left: Honda mounted Dick Kilgroe (6) and #1 Ron Grant (Suzuki).

Val Howard and his 100cc Yamaha twin jumped into the lead and stayed, unchallenged, for the entire six laps. Back in the pack, Don Dierking (50cc Honda) and Roy Nakamoto (100cc Yamaha) were dicing enthusiastically, and didn't even seem to mind when Roger Baeder passed them to move into second overall and second 100cc on his Kawasaki. Dierking finished as first 50cc, Ton Nicosia gained second 50cc on his Suzuki production racer. Third "50" was Dan Osborne (Ital-jet), and third 100cc was the persistent Nakamoto.

Second Main Event was the combined 125-175cc race. Dave Allee, 175cc Honda mounted, seemed to have the class win and overall in the bag, until the last lap. Reg Pridmore (125cc Bultaco) had been slowly catching the leader, after struggling past Steve McLaughlin. On the last corner, Allee's usually reliable mount had a case of gearbox gremlins and Pridmore passed him to take the overall win as well as the 125cc class. McLaughlin was second 125 and Mike Velasco second 175. A short lightweight production feature was next, with 175 class victor John Pinaglia (Honda) the overall winner as well. First 200 was Steve Galbraith (Bultaco), 125 winner was Steve Froschauer and first 50 and 100 were Chuck Claydon (Suzuki) and Mike Velasco (Bridgestone) respectively.

Two-Fifty Tussle

Another upset occurred in the 250cc. Heat race winner Jody Nicholas (Yamaha) had as good a chance as any, with Ron Grant (Suzuki) and Ralph White (Kawasaki) carrying the colors for their respective teams. Ron Pierce and Buddy Parriott were backing up the Yamaha cause, so things looked good...until early leader Nicholas took a black flag for a dangling pipe. This let Grant into the lead followed by White. Tooth and nail went these two, drawing away from the rest of the troops, and putting on a spectacular show for the fans. In the end, White took the race and the win for Kawasaki. Grant nailed second and Pierce was a semi-distant third.

Following this was an anticlimactic heavyweight production event. Jon Graber did raise some eyebrows, and puncture some egos, by sneaking in first on a 250cc Bultaco. First 350 was Jerry Greene, a consistent winner, and first 1000cc (Open) was Hugh McLean, returning to the battles with his Harley-Davidson Sportster.

Super Main Event

The last one is supposed to be the best, but what could follow the 250 race? Well, as soon as the AFM flag was dropped by starter Jim Manning, there were White and Grant at it again, this time on different mounts. Grant rode a 500cc Suzuki and White was aboard another Kawasaki, running in the 350cc class. They were joined by 350cc Bridgestone-mounted Don Vesco and these three did most of the racing. The expected 1000cc challenge never materialized. Grant took no chances and used all 500cc's as best he could to slowly pull away from White, who in turn drew away from Vesco. Fourth overall was Ken Clark, also taking the 1000cc class. Ken didn't seem to be pushing things, perhaps because of the For Sale sign seen on his Triumph-Metisse in the pits. After a terrible start, John McGillivray (Triumph) moved up on Clark, but not enough time remained to get within passing distance. Second 500cc was Reg Pridmore on an obsolete (?) Norton Manx. Another seemingly bygone machine was the AJS-7R that Bob Bender rode to third in the 350cc class.

Coming Events

Two big ones for the AFM in May. First is a pro race with a $1000 guarantee going at Vacaville on May 5th. So. Calif. riders would do well to take this one in. Everyone who rides the track comes away eager to return; it's really different from anything on the West Coast. Next Orange County bash date has been changed from the 19th to the 12th of May. Once again, Orange County has put a $500 guarantee on the line. See y'all there.

(Results appeared earlier)

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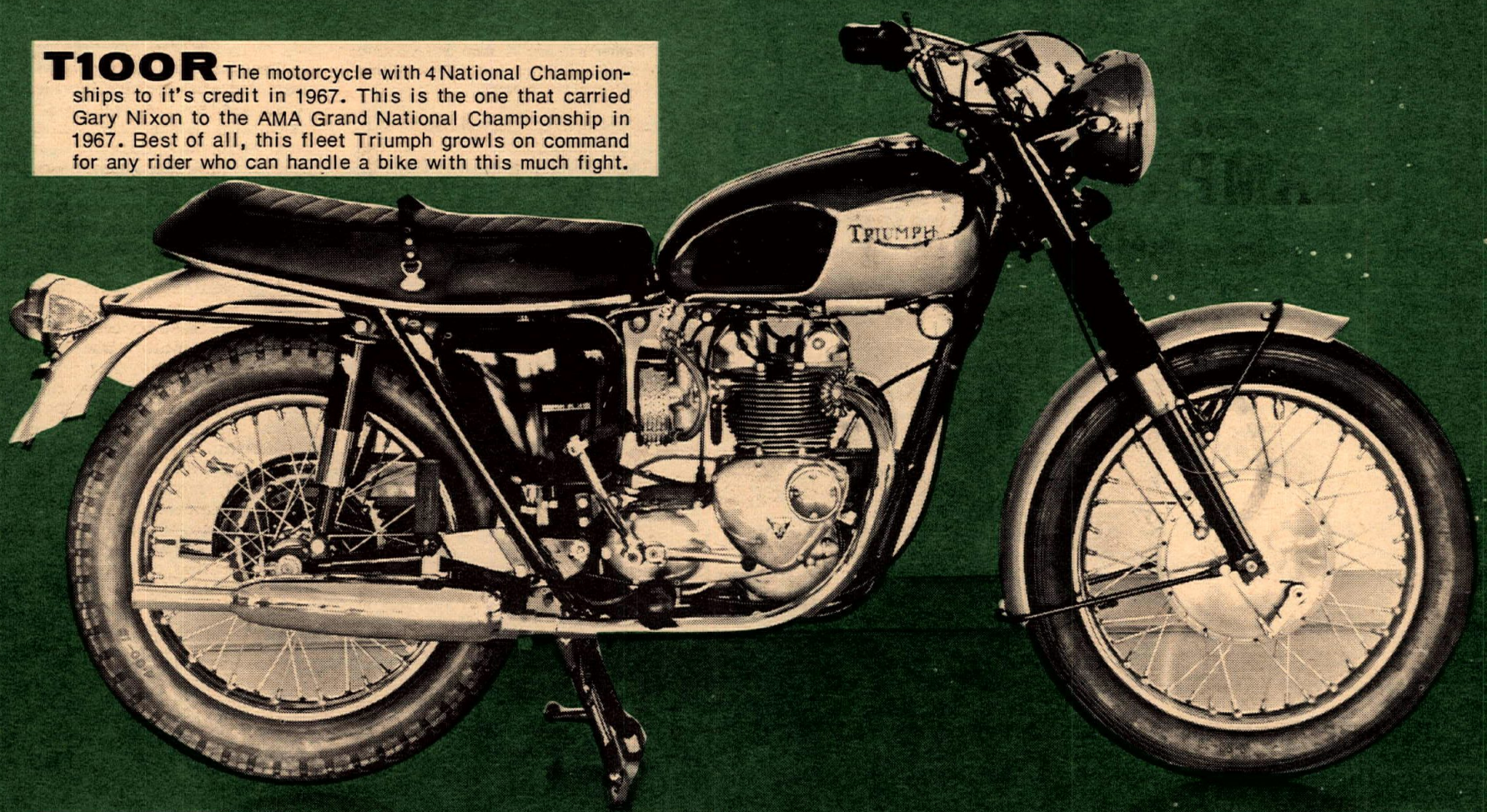

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PATRICK PULLS OFF PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES

Van Tech-Hodaka pilot Cleve Thomas here fighting his way to third Expert trailbike behind fellow Hodaka jockeys Wes Anderson Jr. and James Jacklett.

Jim Jacklett displays style that copped him second place gold in Expert Teeny bike class.

Snortin'-Norton ace Mike Patrick bombed his way to first overall win. This is the Crown Cycle man's fourth overall win this year.

Story by Dick Wright
Photos by Jeff Wright

After a long, hard grind, Mike Patrick, #7 Open Expert, pulled into the finish line on his big Norton twin as the winner of the Championship Hare Scrambles held in the dusty rock band forty miles north of Adelanto, Calif. on April 21.

The smoke bomb was placed about eleven miles out from the start and was very hard to see. It was to get worse when the race started, especially for the riders in the middle of the pack, because of all the dust.

At the drop of the banner, the combined Open and 250cc riders took off, with Randy Burak, #72, leading at the smoke bomb and really making it. Young Steve Staats, #95 on a new Bultaco El Bandido was second. Other riders were coming from all sides, as some had drifted way to the left and some to the right.

After the smoke bomb, Burak unloaded, which slowed him down considerably and allowed Staats to take over the lead. Staats then got lost, and dropped back to third.

After the first loop of fifty miles of deep sand trails, sandwashes, and rocky hills, the leaders came into the pits to gas up, and then took off again for the second and last loop around the same course (except that this time it would really be chewed up, especially in the rocky, sandy, hills). Staats led it out of the pits, and Mike Patrick was running second, but got lost going to the smoke bomb. He stopped to ask directions of some of the riders that were broken down on the many trails leading to the main trail, but they didn't know either, so he lost a little time getting straightened out.

Patrick was able to catch Staats on the long fire road, and with that big twin he really put it to him and was able to build up a minute's lead to come in for the win, making it four overall wins this year. Staats was second and took first 500 Expert for his first ride as an Expert, and had a big six-minute lead over the third man.

Ken Knudsen, #24 Open Expert, and John Thomas, #18, who is still in high school, had hot duel on their Triumphs in the open desert. Thomas was able to sneak by Knudsen in the twisty trail, but the more experienced Knudsen was able to repass Thomas on the rockbed where the rocks were about head size and solid as a highway but not as smooth. Knudsen ended up in third and Thomas was fourth, taking first Open Amateur.

Sam Dempsey, $#65, was fifth and took third Open Expert. Allen Gibbs, #542, rode a clean race and pulled off first 500 Novice and sixth overall on a Husky. Danny Kline, #7x, was the first lightweight in, and ninth overall, on his 250cc Greeves. Danny had lost a couple of places when he came over one of those short hills with a little too much pressure; the trail turned left and he went straight, landing in a bed of rocks. He was okay, though, except for a sore thumb.

Scott Lapraik, #571, grabbed twelfth overall and was the first Open Novice in on a Triumph. Scott just turned 18 two days before the race. R. M. Osborn, #45x, had a good day, pulling in 18th and first 250cc Amateur on a Bultaco.

The winners of this day of racing really earned their gold, as it was a rough course. In fact, one Honda rider had such a bad day that half-way around the course his bike gave out on him and he got so mad that he opened the gas tank and threw a match in it; he just let it burn up, and came back on a sidehack with the clean-up crew.

Above: "Flying Green Hornet" Ed Schiedler bashing brush and on to fourth Expert trailbike.

Right: Leaping Lloyd Lingelbach landed a well earned fifth place ride in 500cc Expert class.

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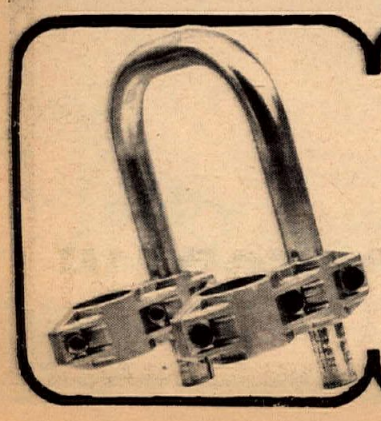

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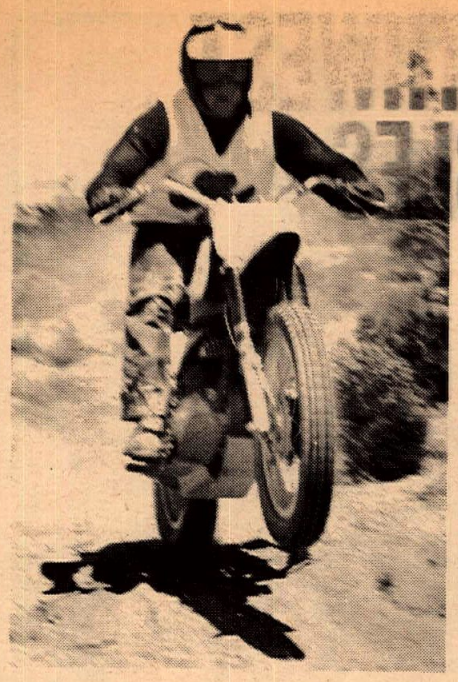
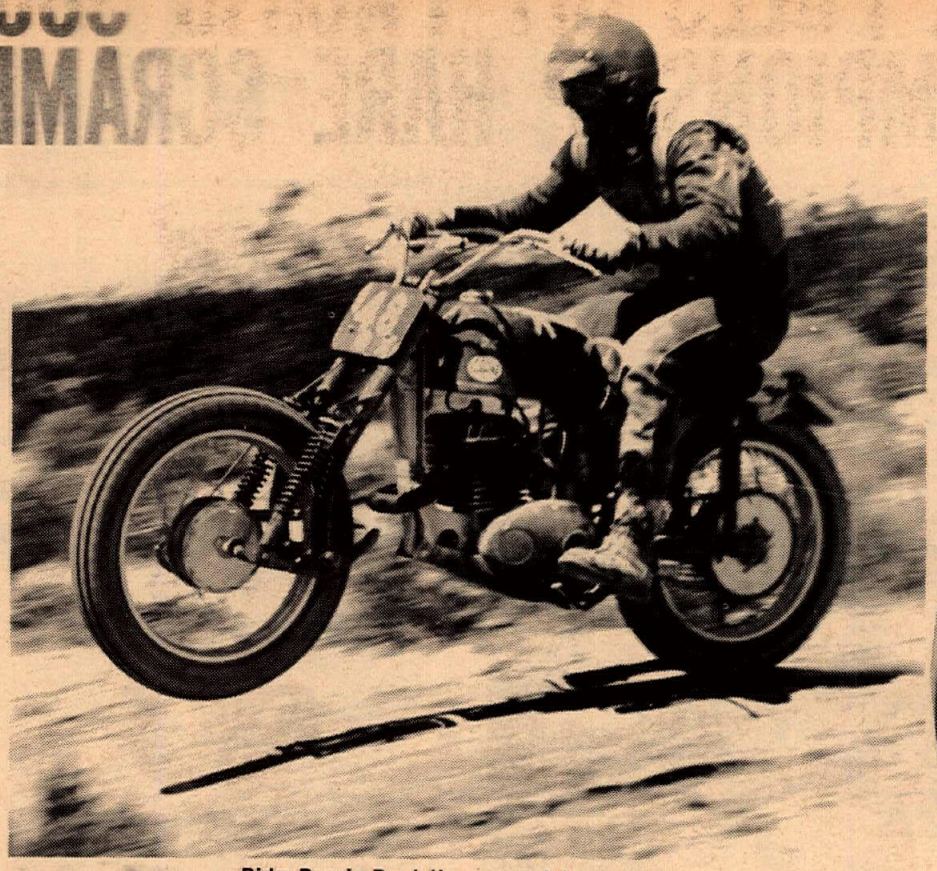


Stormin' Steve Staats steering trusty Bultaco steed through sand and on to second overall.



Rider Ronnie Rondell races at righteous rate.

Sachs pilot John McLaughlin fighting dust and on to the elusive gold.

Ken Knudsen "milks" his way to third overall aboard his trusty Triumph.

Trail Bikes

The trail bikes were flagged off fifteen minutes after the big bikes; Jim Jacklett, #11, had a good lead at the smoke bomb, with Eric Jenson, #7, in second, both riding Hodakas. Wes Anderson Jr., #4, was third on a Steen Special Hodaka.

Jack Froelich, #2 on a Bultaco, came through with the wick turned all the way up, and he hit a big bush just after the smoke. He flew thirty feet through the air, end over end, got up in a daze, and ran for his bike to take off again. His only problem was that his solid iron bars had collapsed, and it took five guys to pull them up.

Jacklett fouled a plug and dropped off a few places, and then the new leader, Jensen, ran into some trouble and dropped out after the first check. Anderson took over the lead at this point, but then Jack Morgan passed him. Morgan then broke a chain in the rocks and dropped way back, putting Anderson in the lead again to come in for the win.

Jim Jacklett was second, Cleve Thomas, #12, third, and Ed Schiedler, #8, fourth. Casey Folks Jr., #952, took fifth and was the first Amateur to finish.

(Results on page 20)

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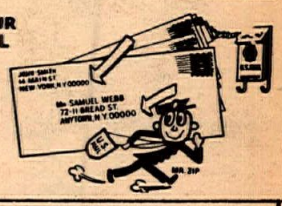

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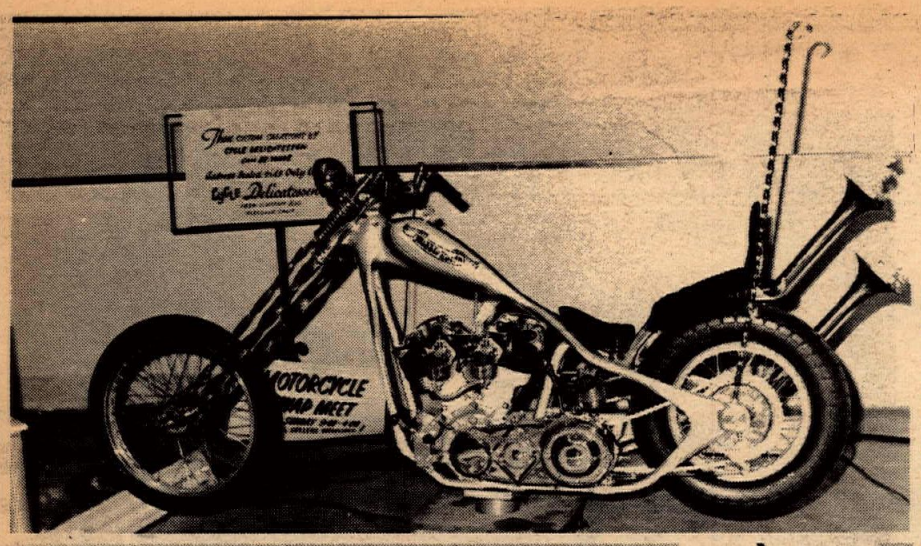
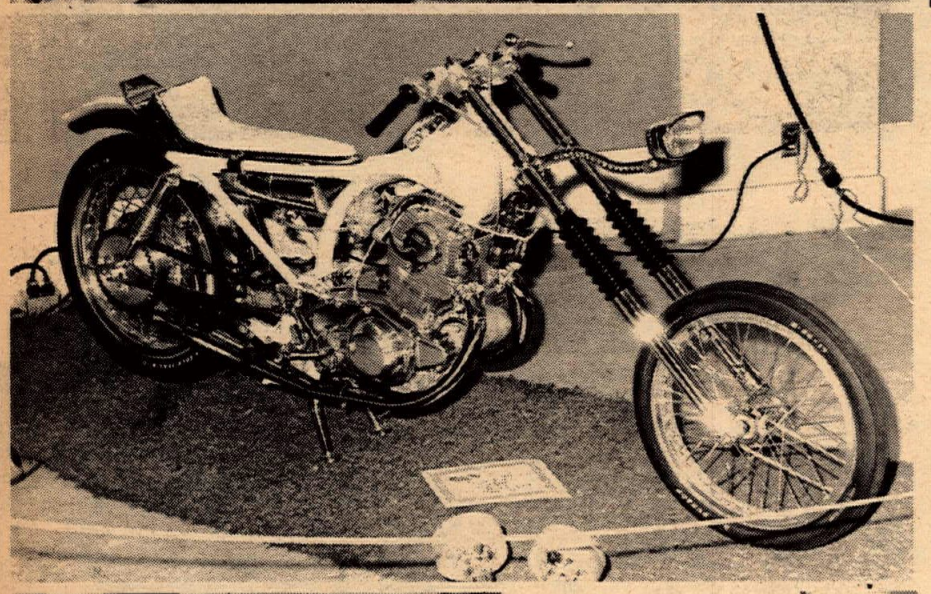
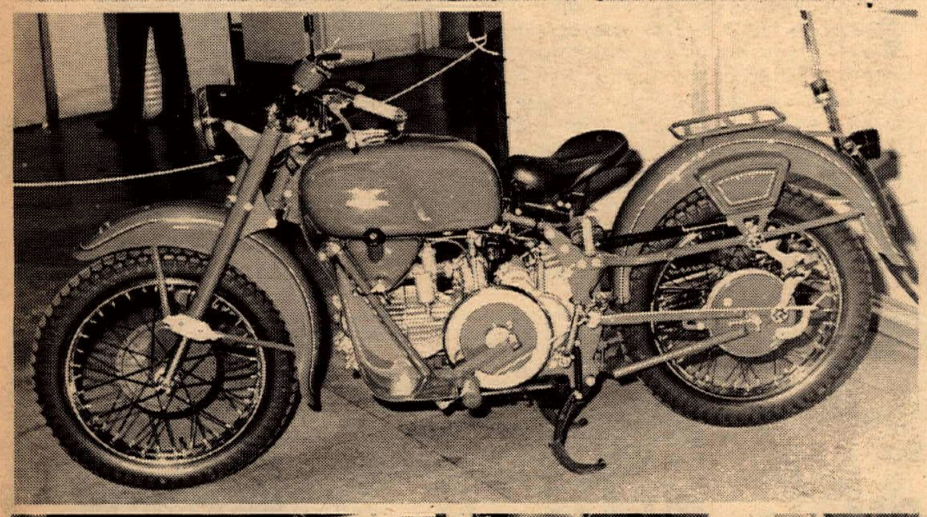
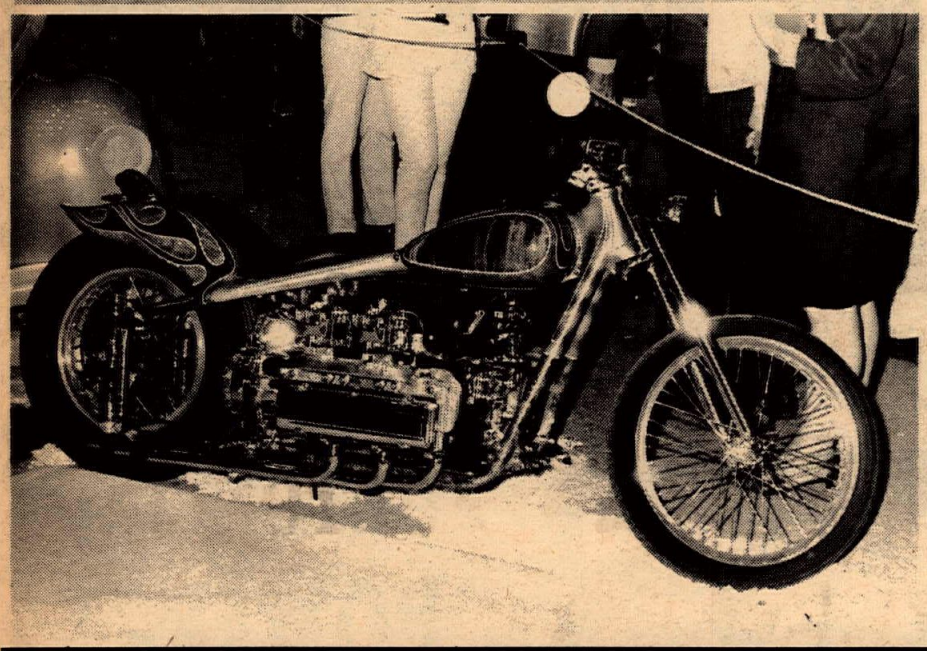
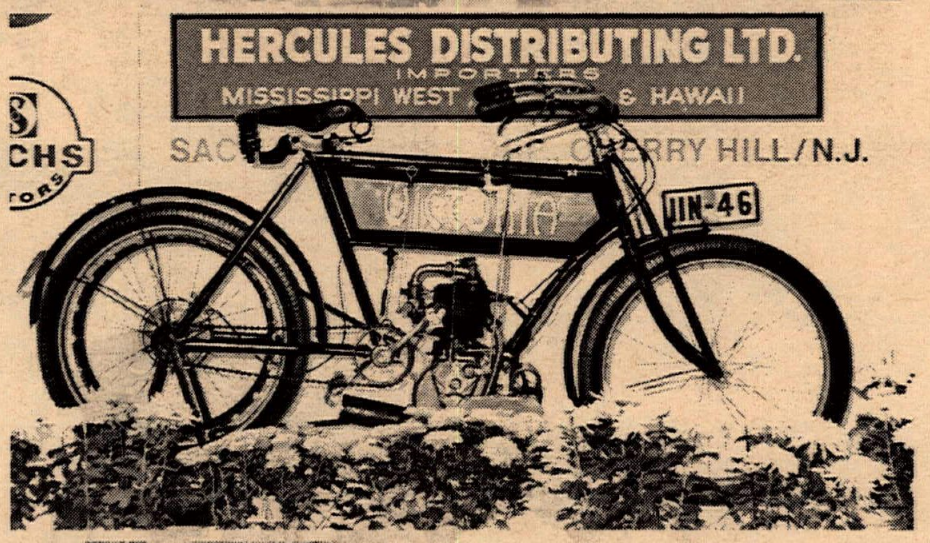
Photos by Dennis Greene

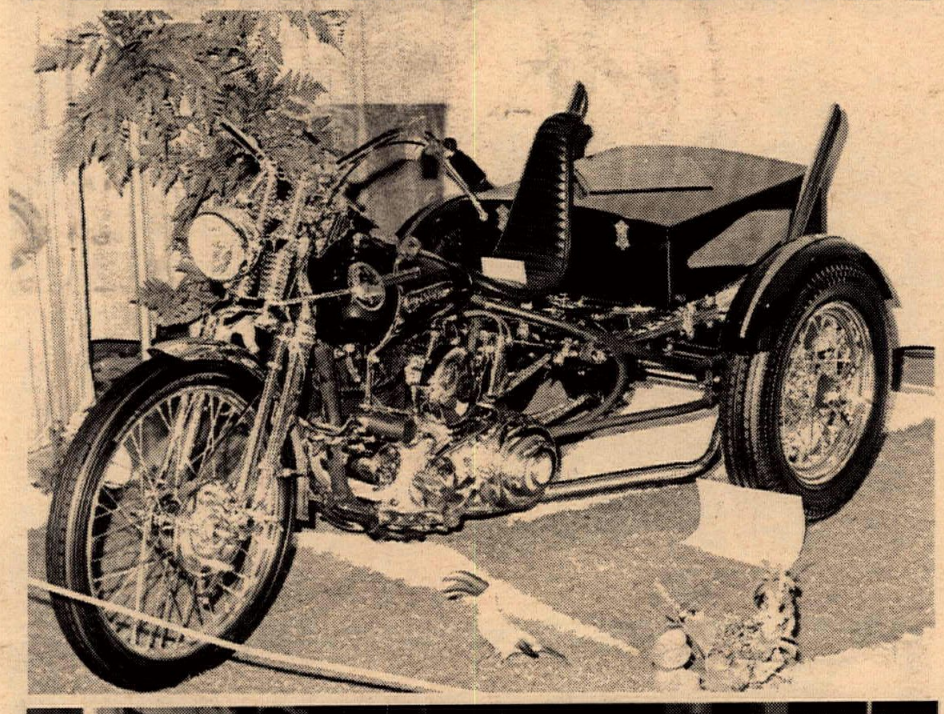


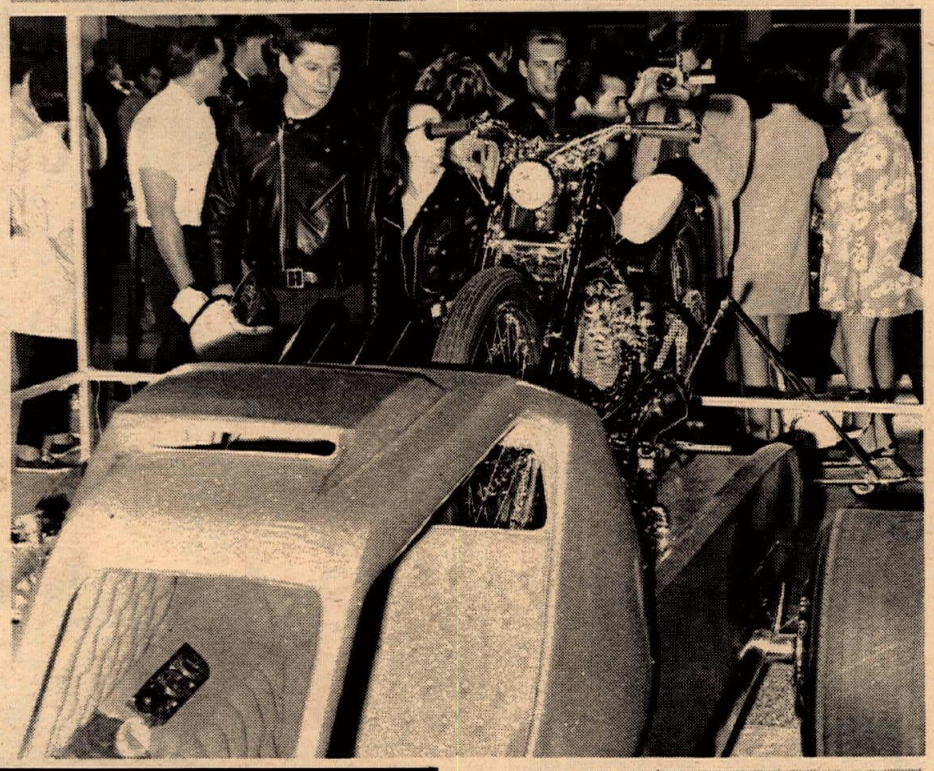


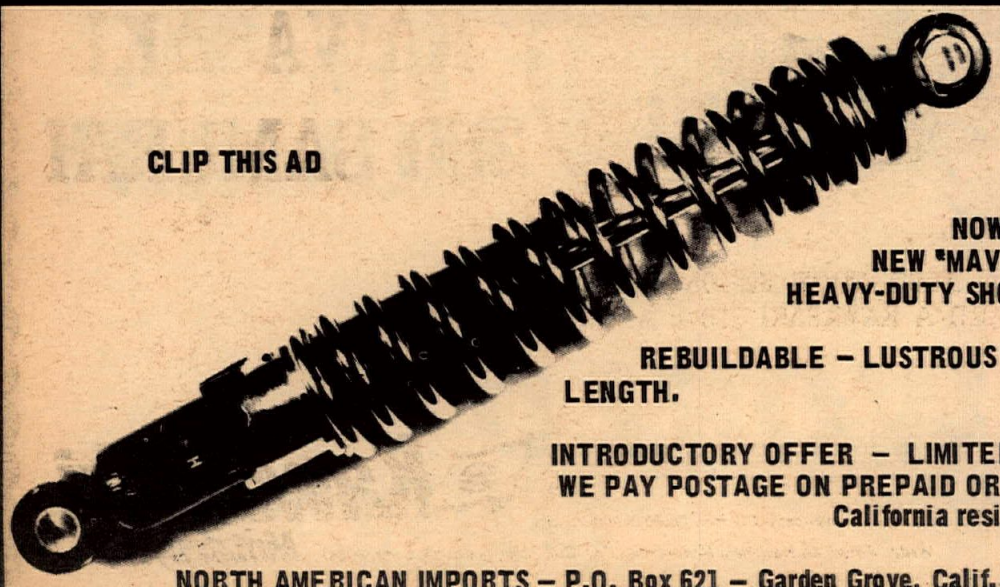












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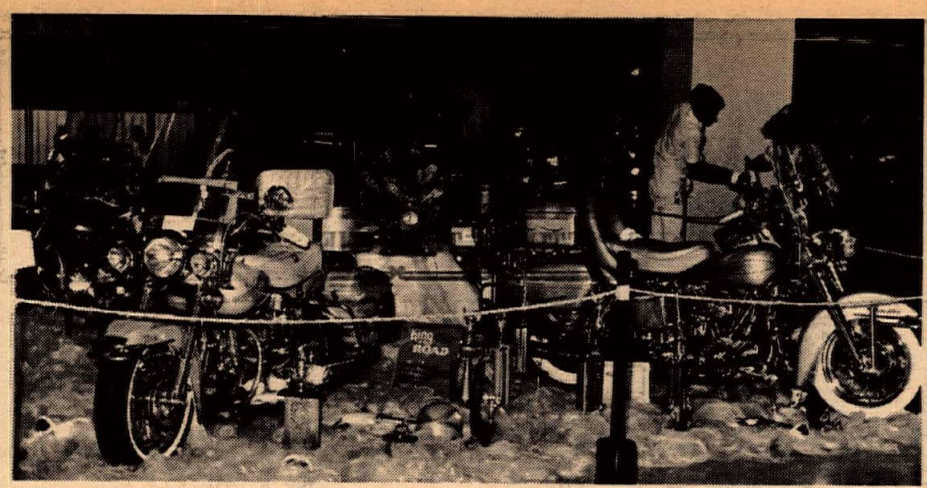

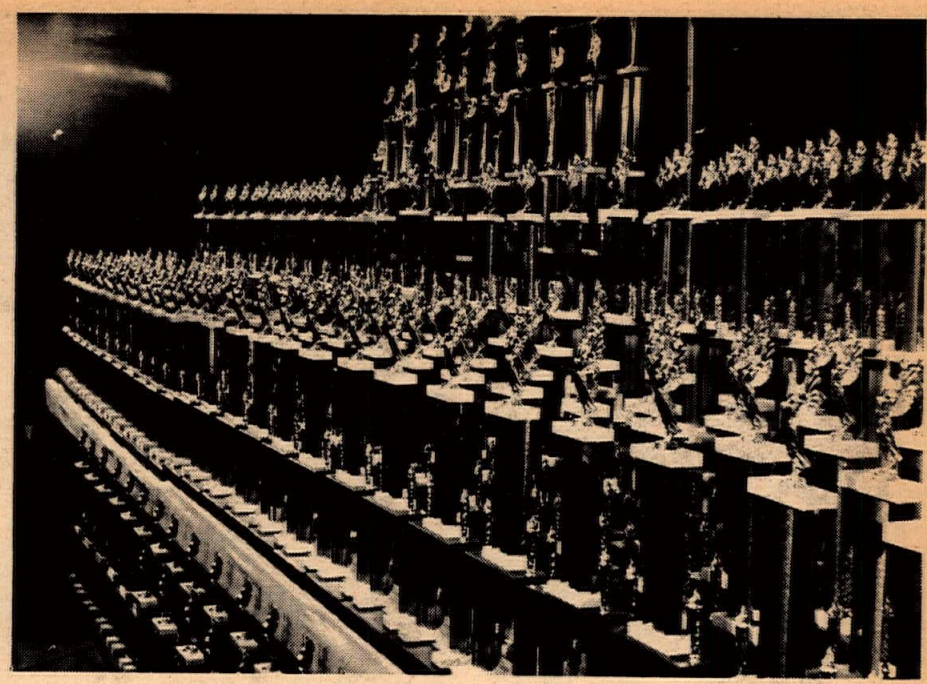

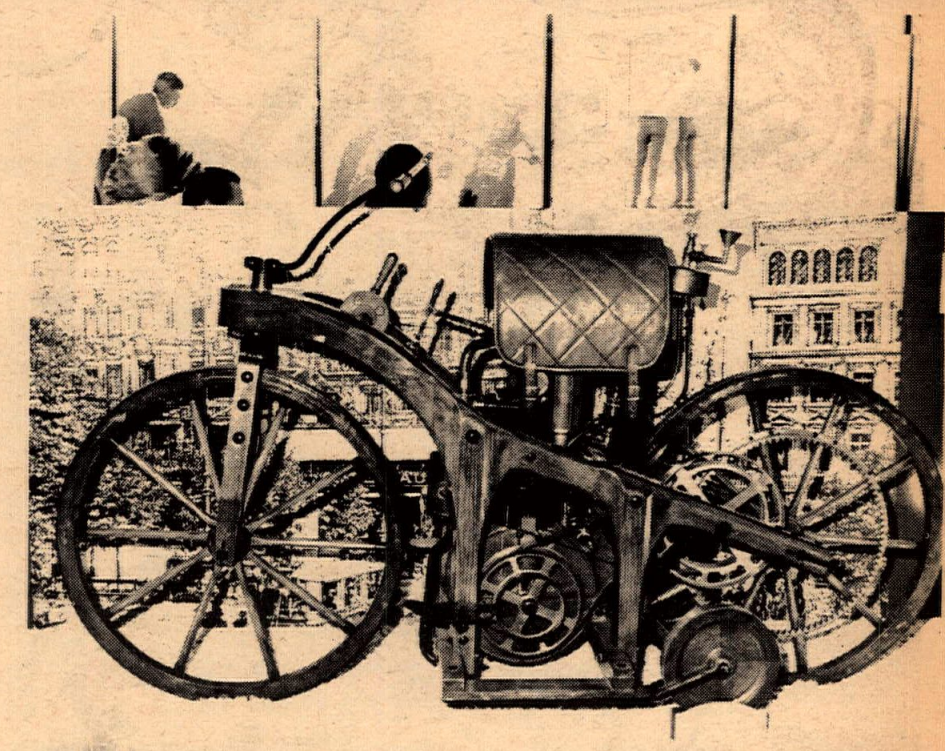

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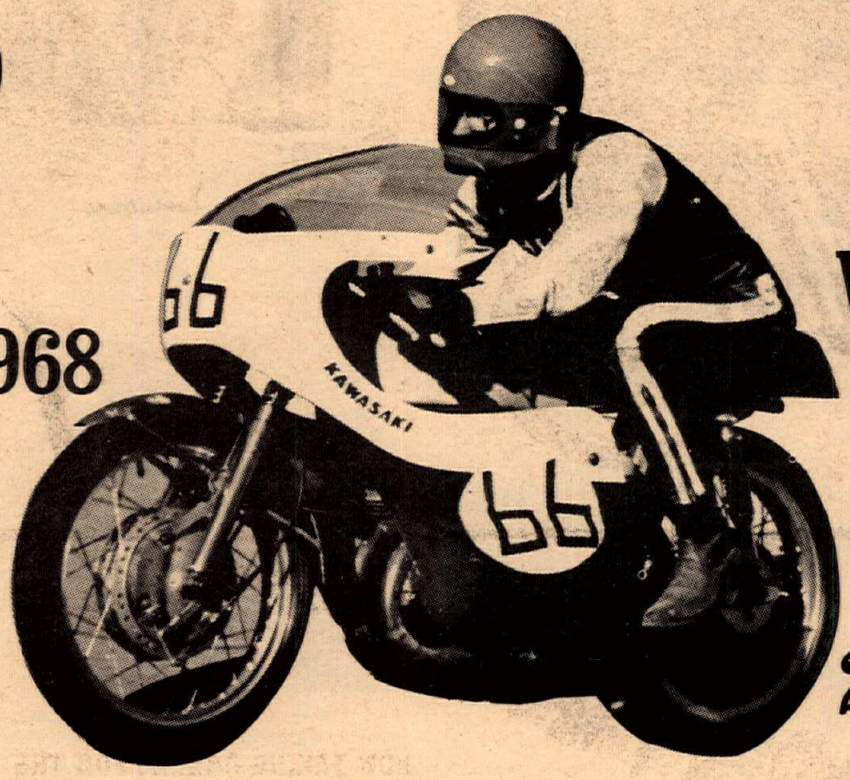

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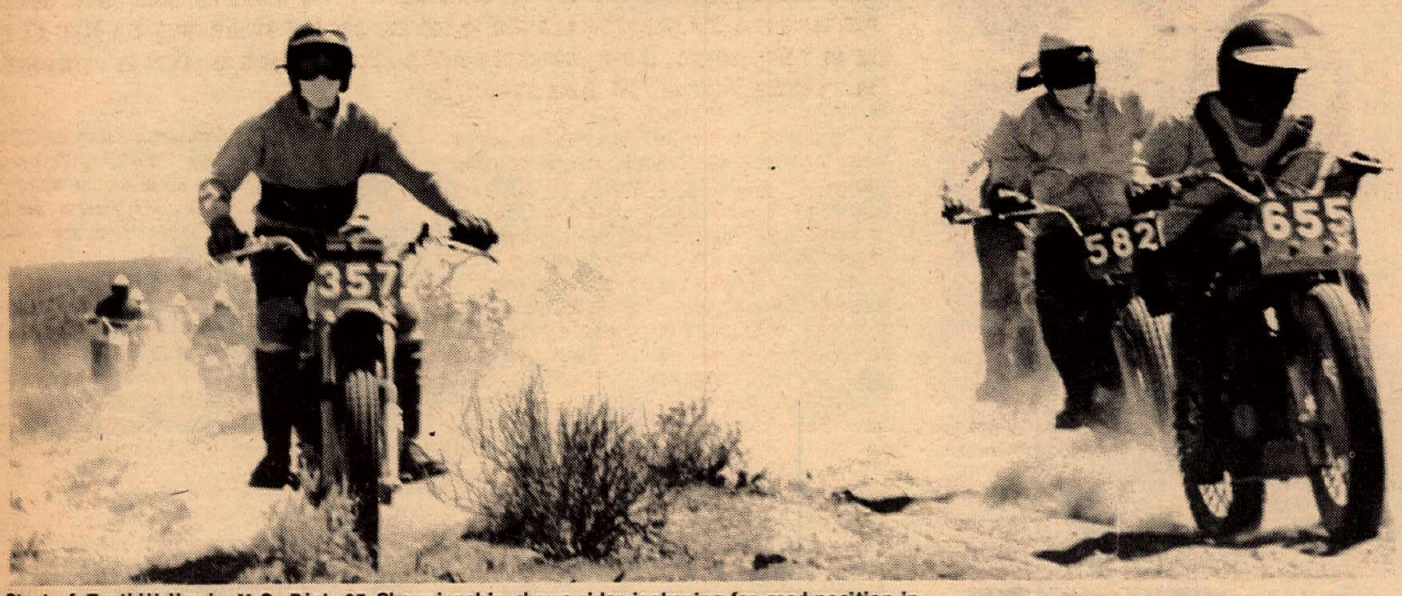


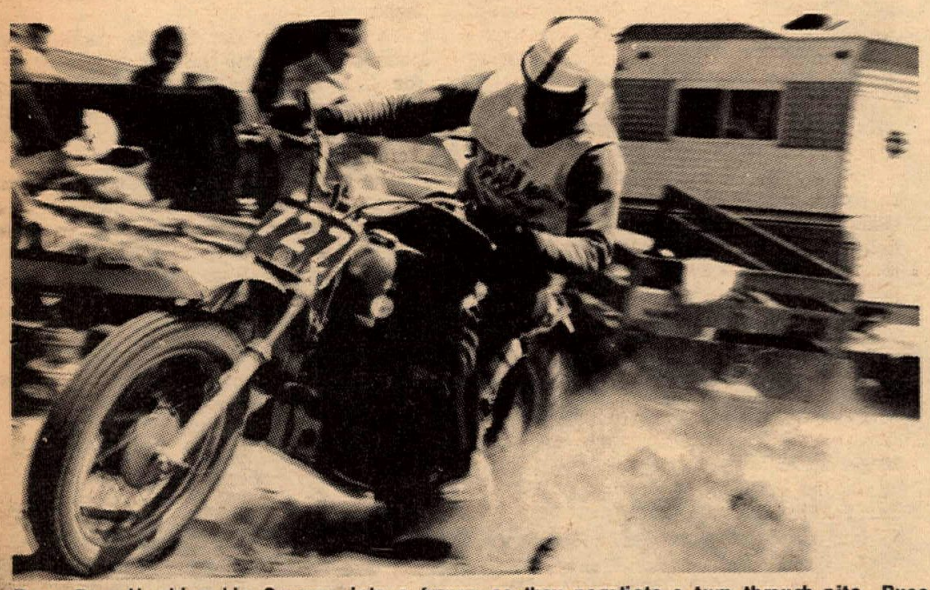
Start of Foothill Hawks M.C. Dist. 37 Championship shows rider jockeying for good position in run for smoke bomb.

By Dick Wright
Photos by Jeff Wright

Mike Patrick, #421x, on a 250cc Yamaha turned the trick and made it two overall wins in a row on April 28. There was a large entry of 302 big bike riders ready to go on the rough championship course north of Mojave, Calif. At ten o'clock, the combined Open and 250cc riders were flagged off heading for the smoke bomb about three miles out, on flat open territory with deep sand, but lots of room and no rocks to speak of.

Sach-mounted Don Watkins Jr. was first Novice trailbike and fifth Overall trailbike.

Stumpjumpers M.C. rider pilots his Hodaka over flat-out terrain on way to smoke bomb. Other Sunday rider looks out over course in anticipation.



Russ Darnell whips his Greeves into a frenzy as they negotiate a turn through pits. Russ snatched a 7th overall in one long, hard, run.

Hockie's Motorcycles sponsored rider takes whoop-de-doos in good style.

At the smoke bomb, Larry Bergquist, #888x, on a red 250cc Bultaco, was leading the pack with Patrick running about tenth at that time. Bergquist held onto the lead all the way around the first loop which was thirty-two miles of deep sandy trails, with two sandy, rocky hills, a couple of narrow canyons, and a few up and down whoop-de-do's. Patrick came into the pits third and got a quick gas check and was able to take the lead coming out of the pits. He held the lead all the way through the second and third loops to take the win three hours and five minutes of hard riding.

Bergquist pulled in second with Steve Kirk, #27, blasting his big Triumph through the pack to third overall and first Open Expert. Don Bohannan, #158, and old-time rider of ten years ago, came out of retirement last year and pulled off a good ride to take fourth overall and second Open Expert. Al Baker, #13, also on a Triumph, looked real good clearing the long rocky hills in a feet-up style that earned him sixth overall and third Open Expert. Russ Darnell, #727x, took seventh on his 250cc Greeves. George Zuber, #41x, was tenth and took the first 250cc Amateur honors on a Greeves. John Bailey, #852, was the first big bike Amateur on a 500cc Bultaco and took twelfth overall. Earl Penny, #134x Greeves, was the first 250cc Novice in, and took twenty-fifth overall.

In the pits after the race, Patrick said: "I picked up this Yamaha at Crown Cycle 'stock' and it went real good in this rough stuff, but I got tired. Two loops would have been plenty for me. They sure gave us our money's worth."

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ASCOT MIRMAR

WAYNE HOSAKA WINS 250 NOVICE CLASS ON A BULTACO PURSANG EQUIPPED WITH BN SPEED REED APRIL 6th...

NORM MODESETT WINS 100cc EXPERT CLASS ON A 90cc HODAKA EQUIPPED WITH BN SPEED REED AND BN TUNED EXHAUST APRIL 21st...

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Side-hacks found the long-hard grind gave them their money's worth.

Triumph-Metisse mounted Don Bohannan grabbed second Open Expert and fourth Overall.

Trail Bikes

There were 199 trail bikes ready to go fifteen minutes after the big bikes. At the drop of the banner, almost everyone got away. It was not real rough going because of the deep sand, third gear and maybe fourth if you could get on top of the sand. At the smoke bomb, it was Bob Belt on the main trail and James Jacklett, #11, on the high side to the left of the smoke. Belt was really flying and passed Jacklett after the smoke to hold the lead all by himself.

After check #1, Eric Jensen, #7 on a Hodaka moved into second spot and Jack Morgan, #1 also on a Hodaka took over third. The trail bike leaders had to push their bikes up the last twenty feet of the steep hill because there were big bikes lying all over the hill and on the main trail. Jensen fouled a plug and dropped back. Belt also ran into trouble and had to give up the lead. By this time, the leaders, Morgan and Jacklett were heading into the pits. Just before they both reached the pits, Morgan had gearbox problems and never made it out of the pits.

So now starting the second loop, Jacklett had a good lead all to himself and held it for the entire thirty-two miles and pulled into the finish line the winner. Larry Mulock #60 took second and was the first Amateur in on his Hodaka. Frank Morgan #6, was third. Eric Jensen got his bike fired up and came in fourth. Don Watkins, Jr., #289 on a Sachs, pulled in fifth and took first Novice. Hugh Gipe #588 was right behind him also on a Sachs and took sixth and was the second Amateur to finish.

The weather in the desert is starting to get real nice in the evening and it brought out a lot of campers for Saturday night. There is nothing like bench racing the night before a race around the campfire, then getting up at dawn when some nut fires up a two stroke. It's the only way to go!

The Foothill Hawks M.C. were really organized and had lots of well-manned checks plus a secret check after the last known check to keep the riders from short-cutting down to the pits. Also, the Rescue number 3 crew was there until after dark and they did a real good job helping guys out.

Just a short note about the Southern California M.C. Hare Scrambles, which was changed from May 26 to next week, May 5. It will be at California City, so gear and jet for going across the dry lake... See you there.

(Results on page 20)

Above: Pit crew checks out Shamrocks M.C. member's Metisse before sending him out in chase of the elusive hare. Below: Bultaco-Cemoto takes to the sidehack as two fearless "hackers" give it a try.

DRAG RACING

By Bob Ebeling

Drag racing goes "big time", as TEN THOUSAND DOLLARS is posted for prize money in a two-day all-bike meet! Pity, there is such short notice, but somehow the promoters failed to let the cat out of the bag. On May 17 and 18 in Youngstown, Ohio, the gates will be thrown open to what is expected to be an entry field of 500 drag competitors.

It's easy to say without fear of error that ten thousand is a big number and yet there is more. In addition to the huge cash purse, six-foot trophies and framed record certificates will be awarded to class winners and record setters.

Professional Dragsters Association has formed 20 individual classes. Ten classes will be for stockers, five for modified (the east coast definition of a gas dragster) and five for fuel burners.

Sign-ups begin at 9:00 a.m., Friday the 17th of May and time runs will start at 10:00 a.m. Break for lunch at 3:00 p.m. and run for eighth-mile records from 4 p.m. to midnight. All eliminations will be run at 12 noon, Saturday the 18th of May.

Entry fee for the two days is thirty dollars and includes admission for one machine, two men and a pit pass for all concerned.

If you're ready to make a hasty departure at this short notice, send your entry via special delivery to the Pro Dragracers Assn., 149 East State St., Sharon, Pa., 16146.

Irwindale

Six contenders in the top bike elimination program. In addition to the regulars clocking nine and ten second runs, Joe Smith, Harley-Davidson; Boris Murray, Triumph; Rich Richards and Jim Cook, Triumph; the fields' balance held some surprises. Bob Braverman unveiled his new twin-engine 350cc Yamaha. Pure stock they were and elapsed times rang the eleven second bell in elimination rounds. Just like a new fighter, they have to put in shape and the bugs worked out. Just after the first time out, Braverman isn't about to throw in a towel!

Al Gonzenbach was back with his 350cc Honda after a long absence and his performance was below par after punching a hole in a piston crown right off the trailer.

Bruce Shively ran 55 inches of Harley Sportster after recently departing from our 50th state, Hawaii, as a record holder that couldn't be beaten. Now here in good old Southern Calif., he has met with every imaginable facet of bad luck. The rate of minor breakage has been high, but now the pineapple sprouting Sportster known as "Long Gone" is in the elevens to stay!

Quickest and fastest of the qualifiers was Boris Murray's twin-engine Triumph with a 9.81 – 151.00. In round one Murray put down the 45 inch single of Richards and Cook, by turning an elapsed time of 9.62 seconds at 154.37 miles per hour.

Joe Smith's Harley-Davidson did the terrible deed to Bob Braverman in 10.40 seconds at 143.54 mph.

Bruce Shively and Al Gozenbach went to battle in this round one of eliminations. Gonzenbach's 350cc Honda couldn't hold up its end of the challenge and failed to fire. Bruce Shively singled with his Sportster to win the match with a 12.18 – 111.52 run.

Murray's quickest E.T. of the day, left him the right to stand by as the remaining two, Smith and Shively, settled their differences on the quarter-mile. The differences in elapsed time were quite large and Smith virtually cruised right by in the sprint to the winners lights. The Laidlaw Harley-Davidson clocked in at 10.31 seconds and 144.64 miles per hour.

Just like the old story of little Indians; now there were two! Ed Kretz vs. Laidlaw or if you want to count the riders, Joe Smith vs. Boris Murray, or if it's machines, Triumph vs. Harley-Davidson.

Well, it was over quickly! In 9.58 seconds to be exact and the race was fast, as Boris Murray's Triumph clocked 154.63 miles per hour.

Lions

Busy, busy, busy, and slick, slick, slick, are repeated words that can't even begin to describe Lions Drag Strip.

A short summary of results shows that the Three Star Sports Cycle 500cc Suzuki ridden by Sommers quicker and faster than all the stock bike contenders and stayed in consistent form to defeat all class winners, Harley, Triumph, Honda and Yamaha alike in the race for top stock eliminator. Sommers clocked a best run of 13.33 seconds and 98.14 miles per hour.

For those who have made the first steps in departure from the normal commuter or tourist machine, Charlie Cash has the best in a 250cc Suzuki X-6. Cash won his class and top Modified eliminator title with a time of 12.56 seconds that opped out in the quarter mile distance at 103.09 miles per hour.

Near Disaster

Clarence Bailey's over-eager Harley-Davidson "74" reached the end of a quarter mile at 114 miles per hour and just as though the big Harley couldn't believe it, it shook its head and threw the rider Troy Peges onto the asphalt. After Peges had reached a stop the big H-D tumbled on and on, until it reached a point of rest and burst into flames. Ambulance, fire trucks, etc., made the rescue trip and we all removed our hats in respect to what had been a fine fellow drag racer. After all what would you expect after falling off at that speed. But, we all had to cancel our flower orders when some two hours later Troy Peges was trying to sneak through the pits as inconspicuously as possible for an apology to the owner of a battered machine.

Gas and Fuel

Vince Rowles secured the top gas laurels as his X-6 Suzuki turned a best time of 12.02 seconds at 109.40 miles per hour.

If my addition isn't in error, that's three big wins for Suzuki, top stock, modified and gas.

Four fuelers in contention is an unusual sight at Lions Drag Strip. But that's the way it was this Sunday! Boris Murray brought the big double to play at the beach, Bob Ebeling trucked his 40-inch Triumph to the scene, Bob Bogan ran his 40-inch single Triumph with a strong determination to break into ten second territory and Ken Kotalack brought out his Vincent fueler and left early with problems.

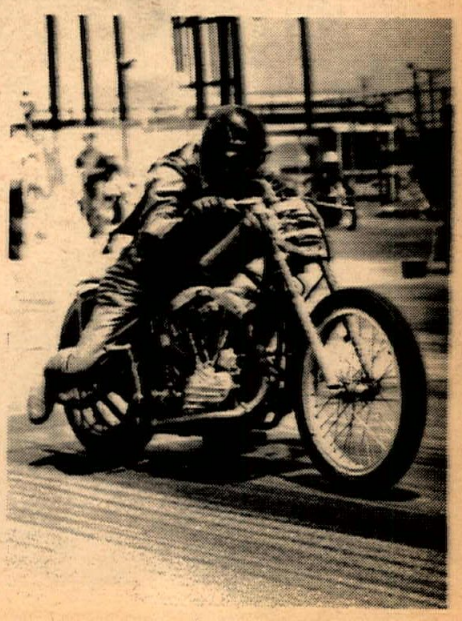
Murray was uncontested for class honors but Ebeling was up against formidable contention as his eager opponent Bogan had made the tens. I did say eager didn't I? A little too eager for in that moment between yellow and green lights, Bogan left the line and drew a big red light.

A class win for the Sta-Lube "Expresso" Triumph but it's not all over, for C.J. Hart put up ten dollars for top eliminator in fuel. Ebeling and Murray staged for the race, Triumph vs. Triumph.

The twin engine Triumph took the lead from start to finish and cashed in a winners ticket that read 9.92 seconds and 155.44 miles per hour. The Sta-Lube single followed with a time and speed of 10.82 – 134.32.

Next Week

A.H.R.A. makes changes for 1968 and plans even bigger ones for 1969!



This hilarious competition poster, featuring many well-known desert racing stars, is available suitable for framing in king-size 19"x25" glossy prints. Ideal for den, garage or club-house, it is loaded with si

ng gags. Cost: $2.75 each plus 25¢ for handling. Mail $3 to: MDN Books, Box 611, La Canada, Calif. 91011.

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BUSHMASTER MOTO-CROSS

Story by Rich Walden
Photo by Steve Higbee

Sunday, April 21, was one of those rotten days for racing. It was overcast, which gave the photographers fits, and it was too cold for comfortable spectating and too warm for comfortable racing. Nevertheless, nearly 70 riders showed up for the Bushmasters Moto-Cross which was held in Lamb Canyon, two miles south of Beaumont, Calif. This was the Bushmasters third race and each time they have something a little different (and usually a little bit better) than anyone else.

The start was in the middle of a long grassy field and two-thirds of the way across the field was a big ditch hidden by knee-deep grass. The trailbikes were given a chance to check out the course to the first jump so they would know about the ditch. Some did and a few others thought that was the start and raced half-way around the course before being flagged back to the starting line. A few others didn't bother to check it out and paid for it at the start.

We lined up over the front wheels of our machines and they dropped the flag and we were off. Thirty minutes and 8 exhausted laps later the setting dust showed Larry Cook first, Don Grieve second, and Rich Walden copping third.

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The lightweights were on the starting line before the trailbikes finished their first moto and there was a little delay before they were off. Most of them had watched the trailbike start and they kept away from the ditch. Then came a short straight that funneled down to a tight left turn at the bottom of a steeep jump.

After the jump was a hard right turn onto the course which immediately dropped into a big ditch and then shot nearly straight up over the jump. A hard left and Bob Riley had the lead on his Greeves with Jimmy Stein starting to gain as they wound through the "S" turn and up the long uphill. Across the top of the hill they went, then down the long firebreak with the steep sandy section at the bottom Riley began to pull away. A couple more turns were followed by rolling hills about 75 feet apart on the tops but the bottoms were almost a "V" and really jarred the riders. The course turned past some trees, dropped into a gulley, went across a short straight and up the side of a hill. Then into second and turn right hard, bounce down the hill for about forty yards, fly off the end of the hill and land about 30 or 40 feet later.

Easing off to the left they swing around to the right over two small sandy hills then down the second hill into a hard left at the bottom and up the side of another short steep hill. The riders fly over the top of this and, as they land, turn right, go down through a dip into an easy left turn, then a hard right and left and down the straight past the finish line. Just as they reach top speed they have finished one lap and have to grab both brakes to slow enough to survive the ditch. Stein's Husky really gained on Riley's Greeves down the straight and he almost caught the leader but Riley beat him to the "S" turn and managed to pull away again in the turns with Husky-mounted Dave Fletcher third.

Things remained the same during the second lap but in the third Stein did a bad thing while coming over a hill and put his Husky out of business. On the fourth lap Jimmy Thomas (Greeves) finally managed to get past Jim Piette (Kawasaki) for third. Riley was way out in the lead and then, on the final lap, Thomas passed Fletcher to take second behind Riley.

The Heavyweight class started smoothly and David Hernandez grabbed the lead on his 360 Husky and held it for one lap only to break down on the second, leaving Triumph-mounted Jim Bruns in the lead until John Bailey edged his Bultaco past and pulled away to take the win. BSA-mounted Bill Kruger made it an easy third place as the positions remained the same throughout the remaining laps.

Sailing over a jump at the Bushmaster's moto-cross field near Beaumont, Cal. is Zundapp-mounted Alan Giuliany, who wound up tied for 5th spot in the 125cc division with Cycle News correspondent Rich Walden.

Don Grieve grabbed an early lead in the second trail moto with Roeseler right on his tail. Larry Cook was trying to get around Engleking into third spot but Engleking wasn't having any of it until the second lap when he did a wrong thing and wound up seventh. Alan Giuliany was now third on his Zundapp followed closely by Ron Grieve. The positions remained much the same until Hook broke his chain on the third lap putting Engleking back in sixth. The lead was still being battled out as Don Grieve led Roeseler into the last lap but Roeseler out-rode the more powerful Hodaka and managed to pass with a half-lap remaining to win the second moto.

Dave Fletcher took the lead at the start of the second 250 moto but Riley was soon in the lead with Jim Close and Jimmy Thomas 3rd and 4th. Thomas got by Close in the second lap, Fletcher hung on Riley's tail and would almost pass him in the long straight only to have Riley pull away in the turns. Then, on the 4th lap, Fletcher's Huksy let him down, giving Riley an easy win with Thomas second followed by Close and Bill Turner.

Due to the lack of competitors in the Heavyweight class (there were no 650s entered) the riders decided to run only two motos and the Bushmasters agreed to this providing the second moto was 45 minutes long.

When the starter waved the flag John Bailey was gone with Norm McDonald trying vainly to catch him. Wayne Prescott had bad luck when his Triumph wouldn't start and had about a 30-second handicap to overcome. David Hernandez was in third place with Jim Bruns close behind. David's Husky lasted only one lap and then Bruns moved up to third place. McDonald's Greeves brought him grief on the third lap and the remaining riders moved up one position. By now Prescott had taken over third. The positions remained the same to the end with Bailey taking the win followed by Bruns and Prescott.

The field leading from the start to the first jump is bordered on the left by a road, and beside the road is a small ditch. After the starter waved his flag for the third trail moto a total of four machines went down in a pile-up in a small ditch beside the road.

In the fourth lap Cook caught Ron Grieve but couldn't pass him and they both managed to get around Kellogg. In the fifth lap, Cook fell while trying to avoid hitting a slower machine, giving Ron the breather he needed and he held onto 4th for the remaining laps. Don Grieve and Roeseler were still fighting for first when they went into the last lap but by now they were lapping some riders for the second time and this proved Roeseler's downfall. Slower machines held him back, and Don came in for a well deserved win.

Bob Riley took the lead right at the start of the third lightweight moto and ran away from the pack to take an easy first place finish. Joe Mulleneaux was in second as they came around for the first lap followed by Jimmy Thomas and Bill Turner. Thomas got by Mulleneaux on the second lap and the first four positions never changed after that. Jim Piette rode a smooth quick race and remained in 5th for the entire race, followed across the finish line by Dave Fletcher and Jim Close.

The Bushmasters have found a good place for moto-cross racing and if they can obtain a lease on the land there will be many more races there in the future.

(Results on page 20)

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STUMPENHAUS SAILS AT SOUTH GATE SHORT TRACK

By Mike Capalite

Trojan Raceway in South Gate began its summer season on April 24 whereby the motorcycles will run ACA Short Track on Wednesday night and TT's on Thursday nights. The 100cc class again demonstrated the fact that if you want to win a race, you must set up the equipment for that type of racing as Paul Wilde on his special short track framed Yamaha ran off with both the Trophy Dash and the Main Event, but making him work for it was Larry Mane on a Hodaka in the Main while Chuck Saxton on his red and white Honda finished in third spot.

Lee Leaps

The 250cc class found high point man Lee Stumpenhaus winning the Trophy Dash and the Main Event, but the crowd was thrilled with the return of one of last year's popular riders and 1967's ACA "Rookie of The Year" Mike Spitzer, who has recovered from his injuries sustained at Orange County Speedway last season. Mike looked like his old self as he hurtled the familiar #122 Honda around the improved and larger short track course behind Lee's hot Bultaco, but Lee was just impossible to get around as he used his compression release to advantage so Mike had to settle for a second place his first time out.

Third place went to Randy Ellis who has been riding Mike's Honda, but he borrowed Chuck Saxton's Honda for the 250 event. Now that the track has been enlarged, it looks like the Wednesday night racing at Trojan will be some of the most exciting in the southern California area.

(Results on page 20)

SPEEDY MESA SCRAMBLES

Story and Photos by Bill Hamer

Sunday, April 21, the Experts M.C. hosted its first TT scrambles racing program of the season at Mesa Speedway, on Otay Mesa, south of Chula Vista, Calif. Club members Al Finan and John Apple had worked for three days with blades, rollers and sprinkler wagons to get the course in perfect condition. Their efforts were not wasted and the track was almost like an asphalt pavement. In practice laps, the riders looked more like road racers than TT riders. Some old hands estimated the speed of the big machines at over 90 mph on the grandstand straight.

With both Don Matthews and his "Mike's Speed Tuning" BSA Gold Star on the disabled list, it looked like a battle between Myron Carter and Al Finan for the Open Expert money. The first moto lived up to expectations with Finan and Carter putting on a hub-to-hub duel with Carter narrowly beating out Finan at the wire. On the next to last lap of the second moto, Finan was leading Carter by about a length going into the switch-back when his front wheel lost its grip and the machine flipped.

200cc winner Tim Leque (95) leads Eddie Murie (121) and Bob Richardson (89), eventual 2nd and 3rd place finishers, through "S" curve. All were on Bultacos.

The balance of the moto was black-flagged and Finan was taken to the hospital where it was discovered that he had two broken bones in his foot and a severe slash in the back of his right leg. Al will be missed in the Open Expert class for the next couple of months. Final point count gave Myron Carter and his Triumph first with J. Berry and Fred Williamson, also on Triumphs, collecting 2nd and 3rd.

Kids Clash

Another hotly contested match was between 14-year-old Don Payse of Huntington Beach and 11-year-old Earl Roloff Jr. of Spring Valley for the 100cc Novice crown. Payse's Lobito seemed to have a little more HP than Roloff's Yamaha and he could pull away in the straights but Roloff's skill in the turns kept the contest in doubt until the final few yards as Payse crossed the wire a few feet out in front. Bultaco rider Dave Stauffer (age 13) captured third. It is interesting to note that the first five finishers in this class were all under 16 years of age.

The 100cc Expert motos saw Jim Mc Guire repeat his winning ways on his Van Tech Hodaka, with never a serious threat from Yamaha pilot Jim Harmon or Hodaka-mounted Wayne Hosaka, who finished 2-3. The 200cc Motos found 15-year-old, tow-headed Tim Leque dominating the program. Eddie Murie gave an impressive ride but his skillful efforts were not quite enough to overtake Leque; Bob Richardson finished third. All rode Bultacos.

Ray Vanderpool (48) heads up 500cc Novice field on his 350cc Yamaha, and he was never seriously threatened for the win in any of the three Mesa Motos.

Emde/Vanderpool Lead Novices

Young Don Emde, scion of a famous cycle racing name, showed real talent by riding his new Suzuki 250 single to victory over Husqvarna-mounted R.W. Ring. His come-from-behind photo finish in the second heat was a real thriller. Ray Vanderpool on a new Yamaha DT-1 led each moto for a while but apparently wasn't geared for the long, fast Mesa track, and had to be satisfied with third. Vanderpool's 350cc Yamaha was better suited to the situation and he dominated the 500cc Novice motos from start to finish. Louis Williams on a Honda, and Matchless-mounted Merrill Nelson followed him across the finish line.

Triumph riders swept the field in the Open Novice program with hard-riding John Hoy shading Lance Vallery at the finish and Wayne Butterfield riding to an impressive third. Vic Hanan who has repeatedly pushed his Yamaha to victory in the 250cc Novice class of late did it again, victimizing 2nd and 3rd place Kawasaki riders Wayne Clarke and Cliff Williams.

Chris Beats Girls

Chris Fujikawa repeated her performance of last month by winning the Powder Puff event on her Bridgestone speedster. Hodaka pilot Carol Chiara crossed the finish second and Debbie Reon, also on a Hodaka, captured third.

A fine track and beautiful weather worked together with the enthusiastic contestants to make an outstanding racing program and Earl Roloff and his Experts M.C. crew are to be commended for putting on an efficient and fast moving event. Their next racing program will be at the Mesa track on May 19th. If you like a good fast course, come down and pit your skill against the border riders. You'll be sure to have fun and you may add some gold to your trophy shelf.

(Results on page 20)

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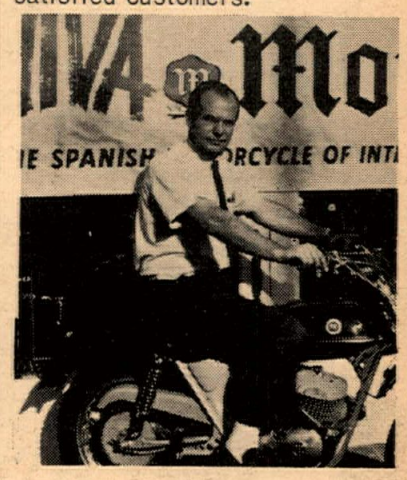

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RESULTS

SHAMROCK'S 8th ANNUAL ENDURO
Red Rock Canyon, Cal.
Sun., April 7, 1968

By Dick Wright

* 1.	D. Chase	2 pts.	SW.
* 2.	B. Howseman	4	A.H.W.
* 2.	D. Evans	4	B.L.W.
* 4.	P. Eichman	6	A.L.W.
* 5.	J. Steen	6	A.H.W.
* 6.	L. Taylor	6	A.H.W.
* 7.	B. Menchen	7	A.L.W.
* 8.	L. Freeman	7	A.H.W.
* 9.	G. Nichols	8	A.H.W.
*10.	J. Lauffer	8	A.L.W.
*11.	J. Norman	8	A.L.W.
*12.	R. Ahlefeld	8	A.H.W.
*13.	G. Bureham	8	A.H.W.
*14.	G. Green	8	B.L.W.
*15.	D. Holeman	9	A.H.W.
*16.	D. Afflack	9	B.L.W.
17.	W. Ellett	9	A.H.W.
18.	C. Jiles	9	A.H.W.
19.	M. Parry	9	A.L.W.
20.	E. Moberg	10	A.H.W.
21.	B. Messer	10	A.H.W.
22.	M. Butner	10	A.H.W.
*23.	R. Eaton	11	B.H.W.
24.	B. Tondro, Jr.	11	A.H.W.
25.	L. Larson	11	A.H.W.
26.	J. Searles	12	A.L.W.
*27.	R. Caliva	12	B.H.W.
28.	E. Day	12	A.H.W.
*29.	C. Crivelli	12	B.H.W.
30.	E. Freeland	12	A.H.W.
31.	B. Tondro, Sr.	13	A.H.W.
*32.	B. Greene	13	B.H.W.
*33.	R. Cole	13	B.L.W.
*34.	L. McGraw	13	B.L.W.
35.	D. Fortner	13	A.H.W.
*36.	T. Ruddy	13	B.L.W.
37.	C. Brown	14	A.H.W.
*38.	D. Wimpress	14	B.H.W.
39.	R. Bishop	14	A.L.W.
*40.	R. Blumkie	15	B.H.W.

TRAIL BIKES

* 1.	D. Woods	6 pts.	S.W.
* 2.	N. Fischer	6	B
* 3.	G. Henshaw	7	B
* 4.	E. Roesler	8	A
* 5.	F. Heacox	8	A
6.	R. Adams	8	A
7.	J. Ward	9	A
* 8.	T. McKee	11	B
* 9.	A. Wurtzel	11	B
*10.	G. Sperow	12	B
*11.	D. Russell	12	B
*12.	R. Conway	12	B
*13.	D. Lundberg (tied)	13	B
*13.	D. Knutson (tie)	13	A
14.	M. Green	14	A
*15.	T. Miles	16	B
*16.	D. Smith	16	B
17.	E. Birt	17	B
18.	R. Kautz	17	B
19.	J. Woods	19	A
20.	D. Becker	19	B

*TEAM TROPHY (26 pts.)
R. Ahlefield
W. Ellett
C. Jiles

*OLDEST FINISHER
L. Larson (68 yrs.)

*YOUNGEST FINISHER
Trail Bike Class: Larry Roeseler 11 yrs.)

*Denotes Trophy Winners

TROPHY PRESENTATION
Date: May 22, 1968 Time: 8 p.m.
Place: Sunland Park, Sunland, Calif.

CRAIG RD. SPEEDWAY TT SCRAMBLES
Las Vegas, Nev.
Sun., April 21, 1968

By Gene Drew

100cc SPORTSMAN		
1.	Gary Wells	Yam
2.	Mike North	Bri
100cc PROFESSIONAL		
1.	Jay Willey	Bri
2.	Norm Hansen	Yam
3.	Paul Coberly	Toh
4.	Duane Bennett	Hon
250cc SPORTSMAN		
1.	Billy Williams	Bul
2.	John Randolph	Bul
3.	Monte Montoya	Bul
4.	Tom Johnston	Mon
5.	Phil Valenzuela	Bul
6.	Charles Bartlett	Bul
7.	Manny Iverson	Gre
250cc PROFESSIONAL		
1.	Bob Toolgey	Yam
2.	Terry Griebel	Kaw
3.	Jay Willey	Mon
4.	Ernie Browing	Gre
5.	Tom Jones	H-D
6.	Paul Coberly	Bul
OPEN PROFESSIONAL		
1.	Chuck Hatcher	Tri
2.	Dan Harnett	Bul
3.	Ron Mallory	Tri
4.	Ron Echoff	Tri

EXPERTS M.C. TT RACES
Mesa Speedway
Sun., April 21, 1968

By Bill Harmer

POWDER PUFF		
1.	Chris Fujikawa	Bri
2.	Carol Chiara	Hod
3.	Debbie Reon	Hod
100cc NOVICE		
1.	Don Payse	Bul
2.	Earl Roloff Jr.	Yam
3.	Dave Stayffer	Bul
100cc EXPERT		
1.	Jim McGuire	Hod
2.	Jim Harmon	Yam
3.	Wayne Hosaka	Hod
200cc MOTO		
1.	Tim Leque	Bul
2.	Eddie Murie	Bul
3.	Bob Richardson	Bul
250cc NOVICE MOTO		
1.	Vic Hanan	Yam
2.	Wayne Clarke	Kaw
3.	Cliff Williams	Kaw
250cc EXPERT MAIN		
1.	Don Emde	Suz
2.	Ward Ring	Hus
3.	Ray Vanderpool	Yam
500cc MOTO		
1.	Ray Vanderpool	Yam
2.	Louis Williams	Hon
3.	Merrill Nelson	Mat
OPEN NOVICE MOTO		
1.	John Hoy	Tri
2.	Lance Vallery	Tri
3.	Wayne Butterfield	Tri
OPEN EXPERT		
1.	Myron Carter	Tri
2.	J. Berry	Tri
3.	Fred Williamson	Tri

SPROCKETS SCRAMBLES
Bakersfield, Cal.
Sun., April 21, 1968

By Ernie Winslow

125cc NOVICE			
*1.	Dale Medford		Hod
*2.	Ron Typer		M-B
3.	J. Davis		Bri
4.	Art Carter,		Hon
5.	Gayle Calhoun		Hon
125cc AM-EX.			
*1.	Frank Roseberry	E.	Kaw
*1.	Dave Sprayberry		Kaw
2.	Randy Matthews		Bri
3.	Dave Matthews		Bri
4.	Larry Melton		Gar
200cc NOVICE			
*1.	Ron Tobey		Bri
2.	Don Bacot		Bri
3.	Gary Walker		Hon
4.	Bill Love		Gar
5.	Owen Walter		Hon
200cc AM-EX.			
*1.	Rick Blake	E	Bri
*2.	Art Carter	A	Bul
3.	Dick Pereira	A	Bul
4.	Steve Bray	A	Bul
5.	Ernie Winslow	A	Bul
250cc NOVICE			
*1.	Howard Howell		CZ
*2.	Jeff Johnson		R-E
*3.	Gil Robbins		Duc
4.	Craig Ingalls		Bul
5.	Dick Davis		Duc
250cc AMATEUR			
*1.	Rick Newby		Bul
*2.	John Docker		Yam
3.	Steve Davis		Bul
4.	Mike Keen		Bul
5.	Avery Hensley		Mon
250cc EXPERT			
*1.	Ron Pierce		Suz
2.	George Omo Jr.		Mon
3.	Tracy Bright		Bul
4.	Tod Sloan		Mon
5.	Freeman Coulten		Bul
350cc NOVICE			
*1.	Pete Willis		Duc
*2.	Jim Campbell		Hon
3.	Art Swortfiguer		Hon
4.	Dave Gardiner		Hon
5.	John Crawford		Hon
500cc NOVICE			
*1.	Ed Swortfiguer		Hon
2.	Tom Church		Bul
3.	John Oliver		BSA
4.	Jon Shaffer		BSA
5.	Lynn Campbell		Tri
350-500 AMATEUR			
*1.	Ron Spillman		Duc
2.	Orvis Stacy		BSA
3.	Ron Clawson		Tri
4.	Stan Sibley		Tri
5.	Mike Keen		Hus
OPEN NOVICE			
*1.	Mike Middleton		Tri
*2.	Midge Griffith		Nor
3.	Gary Stammen		Tri
4.	Tom Shaumard		BSA
5.	Bob Ives		BSA
OPEN AM-EXP.			
*1.	Butch Turner		Tri
2.	Ron Pierce		Tri
3.	Al Griffith		Nor
4.	Lannie Mayer		Tri
*5.	Don McKay		Tri

*Trophy winners

SADDLEBACK TT
Sun., April 21, 1968

By Tom Culp

OPEN EXPERT		
1.	Fokkeldy	Tri
2.	Dorsh	Tri
3.	Porter (tie)	Tri
4.	Andrus (tie)	—
500 EXPERT		
1.	Scott	Bul
2.	Fishburn	Ari
3.	Willingham	—
OPEN AMATEUR		
1.	Morairty	Tri
2.	Allen	Tri
3.	Peterson	Tri
500 AMATEUR		
1.	Lenar	BSA
2.	Boyle	Bul
3.	Evans	Bul
OPEN NOVICE		
1.	Kell	Tri
2.	Michell	Tri
3.	Kavanaugh	Tri
500 NOVICE		
1.	Patterson	BSA
2.	Troats	BSA
3.	Potter	BSA
350 NOVICE		
1.	Toussu	Kaw
2.	Sandborn	Duc
3.	Currell	Bul

LODI SCRAMBLES
Lodi, Calif.
Sun., April 21, 1968

By Edward Johnson

100cc NOVICE		
1.	Alex Jorgenson	Suz
2.	Derek Olsen	Suz
3.	John Hargis	Bri
4.	Jerry Tyler	Suz
100cc AMATEUR		
1.	Ron Long	Bri
2.	Jerry Shahan	Bri
3.	Jack Jensen	M-B
4.	Buck Lyons Jr.	M-B
200cc NOVICE		
1.	Gary Welch	Bul
2.	Carl Yerby Jr.	Hon
3.	Dan Simons	Tri
4.	Greg Moore	Bul
200cc AMATEUR		
1.	Kenny Roberts	Bul
2.	Patrick Bunds	Bul
3.	Steve Bendix	Bri
4.	John Dotson	Bul
250cc NOVICE		
1.	Patrick Paterson	Bul
2.	Don Chipman	Bul
3.	Kenneth Prann	Bul
4.	Jim Nichols	Bul
250cc AMATEUR		
1.	Eric Jorgenson	Hus
2.	Kelly Hudson	Bul
3.	Keith Carlson	Hus
4.	Steve Wilson	Oss
250cc EXPERT		
1.	Stan Anderson	Bul
2.	Bruce Tencira	Bul
3.	Carl Leihr	Kaw
4.	Paul Johnson	Suz
350cc NOVICE		
1.	Roger Steyding	Hon
2.	John Anderson	Hon
3.	Ray Eastin	Hon
4.	Joe Brazil	Hon

500cc NOVICE		
1.	Dave Newman	BSA
2.	Jerry Bollers	BSA
3.	Bud Smith	Tri
4.	Bill Evans	BSA
500cc AMATEUR		
1.	Jackie Paro	Tri
2.	Don Murry	Hon
3.	Rick Statler	Tri
4.	Bill Groce	Hon
650cc NOVICE		
1.	Bob Robertson	BSA
2.	Bill DeFae	Tri
3.	John Borden	Tri
4.	Gary Bryant	BSA
650 AMATEUR/EXPERT		
1.	Paul Johnson	Bul
2.	Greg Rondy	Tri
3.	Jim Saitone	Tri
4.	Lary Clarke	Tri

RIDGE RUNNERS BENEFIT SCRAMBLES
Santa Cruz, Calif.
April 21, 1968

By Dale Ivan

125cc NOVICE		
1.	John Mason	Hod
2.	Fred Guzzi	Hod
3.	Kermit Kwofler	Suz
200cc NOVICE		
1.	Don Cowles	Bul
2.	Tom Madlem	Bul
3.	Craig Fillmer	Hon
200cc AMATEUR		
1.	Ron McGuire	Hod
2.	Rory Muscatell	Bri
3.	Bill Williams	Mon
250cc NOVICE		
1.	Robert Bowers	Mon
2.	Cecil Willis	Yam
3.	Ron Kain	Bul
4.	Dale Ivan	Yam
5.	Jack Workman	Bul
6.	Charles Ivie	Bul
7.	Wayne Wagner	Gre
250cc AMATEUR		
1.	Dave Bellina	Bul
2.	Scott Diffenbaugh	Suz
3.	Bill Graham	Bul
250cc EXPERT		
1.	Allen Kenyon	Bul
2.	Steve Muscatell	Hus
3.	Bob Sousa	Hon
350cc NOVICE		
1.	Collin Cahill	Hon
2.	Dennis Delphrey	Hon
3.	Willis Wymer	BSA
4.	Darrell Strite	Hon
350-500cc AMATEUR		
1.	Willie Foster	Hon
2.	Richard Wymer	BSA
3.	Gary Swart	—
500cc NOVICE		
1.	Steve Young	CZ
2.	Tom Madlem	Bul
3.	Richard Crane	Tri
650cc NOVICE		
1.	Jan Mireault	Tri
2.	John Abacherli	Tri
3.	Ron Cotta	BSA
650cc AMATEUR		
1.	Frank Durse	BSA
2.	Dennis Brennan	Tri
3.	Bob Boaz	Tri
650cc EXPERT		
1.	Allen Kenyon	Bul
2.	Rich Brown	Tri
3.	J.F. McCullough	Tri

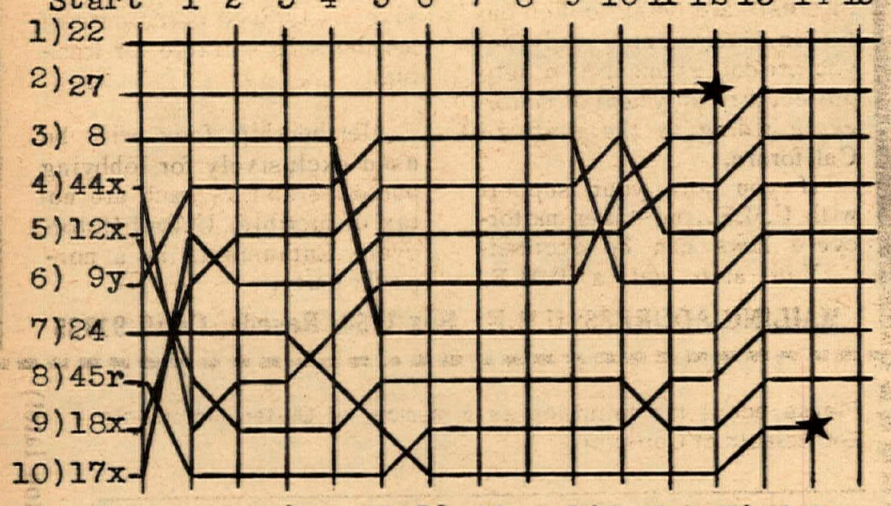
PACIFIC SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES
The Sidehack Assn.,
April 21, 1968

By Dick Wright

OPEN EXPERT			
11.	Mike Patrick		Nor
1.	Mike Patrick	Op. Ex.	Nor
2.	Steve Staats	500 Ex.	Bul
3.	Ken Knudsen	Op. Ex.	Tri
4.	Jon Thomas	Op. Am.	Tri
5.	Sam Dempsey	Op. Ex.	Tri
6.	Bruce Lewellyn	500 Ex.	Hus
7.	Allen Gibbs	500 Nov.	Hus
8.	Jim Martino	500 Ex.	BSA
9.	Dan Kline	250 Ex.	Gre
10.	Bill Hutton	500 Ex.	Hus
11.	Loyd Lingelbach	500 Ex.	Gre
12.	Scott Lapraik	Op. Nov.	Tri
13.	Doyle Fields	Op. Ex.	Tri
14.	Jim Camaret	500 Ex.	Hus
15.	George Zuber	250 Am.	Gre
16.	Doc Bryce	500 Ex.	Hus
17.	Tom Poteet	250 Am.	Bul
18.	Mike McCoy	250 Ex.	Hus
19.	Steve Holladay	500 Nov	BSA
20.	Bruce Iversen	350 Nov.	Duc
TRAILBIKES			
1.	Wes Anderson Jr.	Ex	Hod
2.	Jim Jacklett	Ex	Hod
3.	Cleve Thomas	Ex	V.T.
4.	Ed Schiedler	Ex	Hod
5.	Casey Folks	Am	Sac
6.	Larry Mulock	Am	Hod
7.	Jerome Johnson	Am	Hod
8.	John McLaughlin	Ex	Sac
9.	Ray Barnett	Ex	Hod
10.	Rick Stumpf	Am	Hod

446 Total Entries (86 Big Bike Finishers, 116 Trail Bike Finishers)

ASCOT 15-LAP EXPERT MAIN

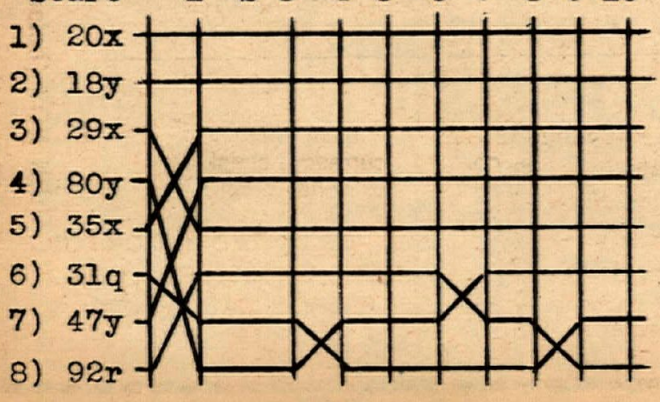


Time: 5:52.08 *Did Not Finish

LAP CHARTS by Carol Sims

Finish		
1)	22	Dan Haaby (H-D)
2)	44x	DeWayne Keeter (BSA)
3)	17x	Randy Say (BSA)
4)	18x	Phil Todd (BSA)
5)	9y	Paul Conserriere (BSA)
6)	8	Shorty Seabourne (BSA)
7)	45r	Jan Crawford (H-D)
8)	12x	Ron Kruseman (BSA)
9)	24	Jack O'Brien (BSA) *
10)	27	Chuck Jones (BSA) *

ASCOT 10-LAP AMATEUR MAIN



Finish		
1)	20x	Tom Rockwood (Tri)
2)	18y	Rick Elisarraras (BSA)
3)	35x	Alex Chinowski (Honda)
4)	47y	Mark Brelsford (BSA)
5)	29x	Marshall Jennings (BSA)
6)	80y	Jim Rice (BSA)
7)	31q	Jack Wilkinson (Honda)
8)	92r	Reg Chosney (BSA)

Time: 4:01.51

RESULTS

BLUE BARONS 100-MILE CROSS COUNTRY
Vantage, Wash., Sun., April 21, 1968

100cc CLASS
1. Bob Canfield Hod
2. Bruce Flagett Yam
3. Norm Harding Hod
4. Bob Schneider Hon
5. Frank Forster Hod
6. W.R. Walker Yam
7. Doug Fullwiler Yam
8. Ken Rollins Hon
9. Bob Frazier Hod
10. John During Hon

200cc CLASS
1. Dan Tawne Bul
2. Bob Woodworth Bul

250cc CLASS
1. Bill Stuth Hus
2. Jerry Lust Bul
3. Doug Munson Hus
4. Dan McIntire Gre
5. Dave Kraut Mon
6. Sonny O'Shaughnessy Hus
7. Dan Kaufman Mon
8. Bill Vermilye Bul
9. Jerry Irwin Bul
10. Bill Rowland Hon

500cc CLASS
1. Ken Habeck Hus
2. Larry Robinson Hus
3. Bob Cobb BSA
4. Bill Reagan Mai
5. Castro Peters Mai
6. Charles DeBoer Hus
7. Fredolf Johnson CZ
8. Jim Mears Hon
9. Richard Wright Tri
10. Mel Bishop CZ

OPEN CLASS
1. Dale Richardson Tri
2. Mitch Brobak Tri
3. Bob Barton BSA

(496 entries; 109 finishers)

NOTICE: The 7-Mile National Championship race scheduled for April 28 at Atlanta, Georgia, was called off because of rain. No rain date has been announced.

FOOTHILL HAWKS M.C. DIST. 37 CHAMPIONSHIP HARE SCRAMBLES
Mojave, Calif. Sun., April 28, 1968

By Dick Wright

1. Mike Patrick	250 Ex.	Yam
2. Larry Bergquist	250 Ex.	Bul
3. Steve Kirk	Op. Ex.	Tri
4. Don Bohannan	Op. Ex.	Tri
5. Jack Byers	500 Ex.	Ric
6. Al Baker	Op. Ex.	Tri
7. Russ Darnell	250 Ex.	Gre
8. Bill Hutton	500 Ex.	Hus
9. Bill Bogner	250 Ex	Hus
10. George Zuker	250 Am.	Gre
11. Ron Fry	500 Ex.	Hus
12. John Harley	500 Am.	Bul
13. Barry Hirst	Op. Ex.	Tri
14. Dave Brewer	Op. Am.	Tri
15. Tim Smith	500 Ex.	Mon
16. Allen Gibbs	500 Nov.	Hus
17. Robert Weatherwax	250 Ex.	Gre
18. Gary Conrad	250 Ex.	Suz
19. Dub Smith	500 Am.	Mai
20. Gary DeWitt	250 Ex.	Hus

TRAIL BIKES

1. James Jacklett	Ex.	Hod
2. Larry Mulock	Am.	Hod
3. Frank Morgan	Ex.	Hod
4. Eric Jensen	Ex.	Hod
5. Don Walkins Jr.	Nov	Sac
6. Hugh Gipe	Am.	Sac
7. J.R. Artz	Nov	Hod
8. Jack Spencer	Am.	Hod
9. Mark Rader	Nov.	Hod

TROJAN SHORT TRACK
So. Gate, Cal. Wed., April 24, 1968

By Mike Capalite

100cc TROPHY DASH
1. Paul Wilde Yam

250cc TROPHY DASH
1. Lee Stumpenhaus Bul

100cc JUNIOR MAIN
1. Ron Throgmorton Suz
2. Jim Bald Bul
3. Chris Smith Kaw

100cc SENIOR MAIN
1. Paul Wilde Yam
2. Larry Mane Hod
3. Chuck Saxton Hon

250cc JUNIOR MAIN
1. Randy Ellis Hon
2. Frank Barrena Bul
3. Ken Evans Par

250cc SENIOR MAIN
1. Lee Stumpenhaus Bul
2. Mike Spitzer Hon

ELSINORE TT SCRAMBLES
Elsinore, Cal. Sat., April 27, 1968

By Don Wallen

100 NOVICE
1. H. Egge Kaw
2. T. Berry Yam
3. T. Trana Yam

200 NOVICE
1. D. Massingham Bul
2. R. Norman Bri
3. B. Hisey Bul

250 NOVICE
1. T. Moon Bul
2. L. Bockkey Yam
3. R. Parker Bul

350 NOVICE
1. F. Bendrat Hon
2. B. Speier Mai
3. D. Rich Duc

500 NOVICE
1. D. Burkman BSA
2. D. Walters BSA
3. D. Fintz —

OPEN NOVICE
1. L. Mitchell Tri
2. E. Ekdahl Tri
3. L. Vallery Tri

100 EXPERT
1. D. Aldana Suz
2. D. Hopkins Hod
3. C. Smith Kaw

250 EXPERT
1. E. Barker Kaw
2. I. Moon Bul
3. L. Taylor Bul

500 OPEN EXPERT
1. J. Sprague Tri
2. G. Thomas Tri
3. B. West Tri

PERRIS M.C. MOTO-CROSS
Perris, Calif. Sat., April 27, 1968

MOTO-CROSS CLASS A (100cc NOVICE)
1. Jack Brittan Yam
2. Ray Hernandez —
3. Walt Crampton Hon

MOTO-CROSS CLASS B (100cc NOVICE)
1. Don Fravenberger Bul
2. Ted Martin Hon
3. Kim Johnson Hod

100cc EXPERT
1. Richard Sweaney Kaw
2. Norman Modesett Hod
3. Robert Kutjowski Bul

200-250cc
1. Gary Griffin Bul
2. Harvey Luno H-D
3. Ronald Rodriguez —

250cc EXPERT MOTO
1. Vincent Graves Bul
2. Jack Holt Gre
3. Ron Moore Bul

500cc AMATEUR
1. Mike Harrison Duc
2. Ron Killingsworth Bul
3. Tom Parnell BSA

OPEN AMATEUR MOTO
1. Tom Wells Tri
2. Gary Guyer Mai
3. Freddie Corley Tri

OPEN EXPERT
1. Mike Posey BSA
2. Dick Hortz Tri

PONDEROSA HARE SCRAMBLES
Sun., April 7, 1968

OPEN CLASS
1. R. Nelson Mon
2. A. Baker Hus
3. L. Fortner Hus
4. S. Kirk Tri
5. G. Schuelke Bul
6. J. Camarat Tri
7. E. Penny Gre
8. S. Warren Gre
9. R. McCarty Yam
10. A. Dever Bul

TRAIL CLASS
1. W. Garrett Hod
2. C. Miller Hod
3. W. Anderson Sr. Hod
4. W. Parrish M-B
5. G. Ramey Hod
6. G. Souza Hod
7. M. Wilson Yam
8. B. Stromberg Hod
9. R. Bechard Hod
10. B. Parks Hod

PONDEROSA HARE SCRAMBLES
Sun., April 14, 1968

OPEN CLASS
1. T. Brooks Bul
2. W. Anderson Jr. Hod
3. L. Lehigh Hus
4. R. Duncan Hus
5. S. Lapraik Tri
6. D. Breker Hus
7. A. Hillan Hus
8. B. Gomen Bul
9. N. Marcinkovich Hus
10. J. McCoun Bul

TRAIL CLASS
1. W. Garrett Hod
2. M. Burton Hod
3. J. Ditson Hod
4. F. Webb Hod
5. C. Miller Hod
6. S. Dalton Hod
7. S. Fortner Hod
8. D. Eide Hod
9. D. Garber Hod
10. D. Watkins Jr. Sac

ASCOT PARK HALF-MILE
Gardena, Calif. Fri., April 26, 1968

By Carol Sims

15-LAP EXPERT MAIN EVENT
1. Dan Haaby H-D
2. DeWayne Keeter BSA
3. Randy Say BSA
4. Phil Todd BSA
5. Paul Conserriere BSA
6. Shorty Seabourne BSA
7. Jan Crawford H-D
8. Ron Kruseman BSA
9. Jack O'Brien BSA
10. Chuck Jones BSA

Time: 5:52.08

10-LAP AMATEUR MAIN EVENT
1. Tom Rockwood Tri
2. Rick Elisarraras BSA
3. Alex Chinowski Hon
4. Mark Brelsford BSA
5. Marshall Jennings BSA
6. Jim Rice BSA
7. Jack Wilkinson Hon
8. Reg Chesney BSA

Time: 4:01.51

8-LAP NOVICE MAIN EVENT
1. Keith Mashburn Yam
2. Eldon Hinkle Suz
3. Dennis Kanagae Kaw
4. Terry Densher Kaw
5. Don Dukek Yam
6. Dave Stroman H-D
7. Don Castro Mon
8. Ron Randall Yam

Time: 3:20.50

ELSINORE
NIGHT SCRAMBLES

By Don Wallen

Scramblegram

D. Aldana returned to Elsinore, Saturday, April 27 to terrorize the 100 Expert class and finished the night of racing with the Sweepstakes trophy also! B. Speier showed a rider is a rider by getting a 2nd on his new 360 Maico.

B. Hardison put in one of his best efforts on a Ymaha that flat screams! D. Hopkins and Chris Smith put on the race of the month for 2nd place in the 100 Expert with Hopkins doing the job.

J. Wahl came to Elsinore week before last, went down and the following four riders rode over him. Says he is okay and rode hard only to have the transmission in his Honda blow.

A really big bike showed up... an H-D Sportster to do battle in the Open Novice with diminutive rider L. Stewart aboard. Stewart didn't win anything, but I felt like buying him a beer, as he seemed like the moral victor.

Big Bikes

L. Mitchell found the track and bike combination just right and really put it on the guys this night to win the gold with 3 first places. E. Ekdahl and L. Vallery really made an effort to stop him, to no avail. In the 500-Open Expert hassle, J. Sprague on a very potent Triumph won two races to G. Thomas' one first place, as B. West got the 3rd. West I may add, rode here first on a H-D Sportster, then Bultaco, now on a Triumph and has done well on all three. The popular 500 Novice class was a ding-dong battle between D. Burkman who is always a threat and D. Walters also on a Beezer, as D. Finley did the chase job for 3rd place honors.

Small Bikes

What with 55 riders signing up in the 100 Novice alone, you could say we had some small bike racing! There were four semis, 2 Mains and one special run-off between 2 winners. The first Semi was won by a rider who has been away for a while, Z. Varoon. A. Hindelnag took the 2nd Semi on a Honda that runs. Hindelang is the most come-from-behinder I have seen here. He consistently does just that. The first place trophy went to H. Egge on a Kawasaki.

Stuff And Things

Track conditions drew some comments from the riders, all good. It held up consistently all night, and proved to be very tacky. L. Taylor looked good on his Taco, as he won one, and got a second in another. A slide put him in 3rd overall, and E. Barker did it for 1st on a Kawasaki and I. Moon got 2nd. Next week we are all looking for a warm night scrambles at Elsinore, so we'll see you all there.

(Results on page 20)

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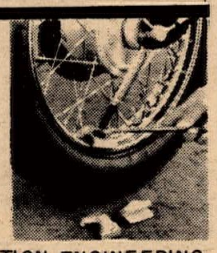

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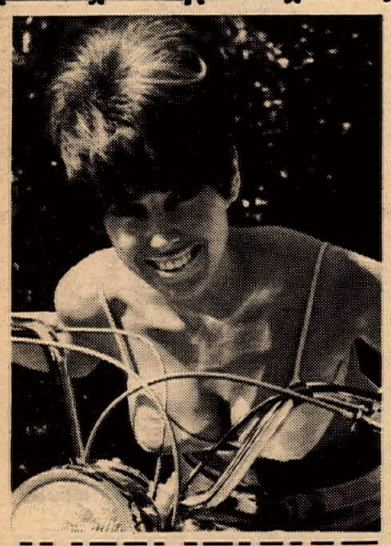

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LEAPIN' AT LODI

Story by Edward Johnson
Photos by Edward Johnson & Andrew Sewell

Thanks to a hard working track crew who had been busy since 4:00 a.m., Lodi, Calif.'s Cycle Bowl turned out to be an exceptionally fast dirt track instead of a dust bowl on April 21.

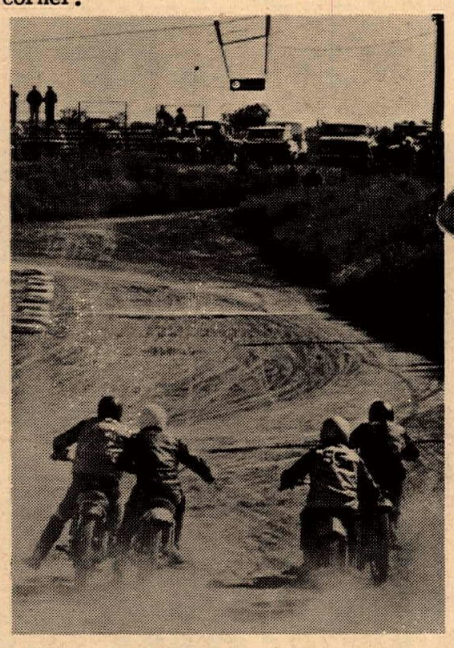
Th 100cc Novice riders, first to really test the well-groomed course, were also the first to use the new lighting system. The green "go" light flashed on and those little screaming machines ripped off the line. Suzuki carried Alex Jorgenson, 38v of Stockton, on through the finals to give him a well-deserved first place.

Ron Long, 33j of Sacramento, showed what the 100cc Amateur class was all about as he walked away from all his competition to get a first in his last race before joining the Coast Guard. He used a little Bridgestone from Rancho Cordova Cycle Sales to push him way out in front of the pack.

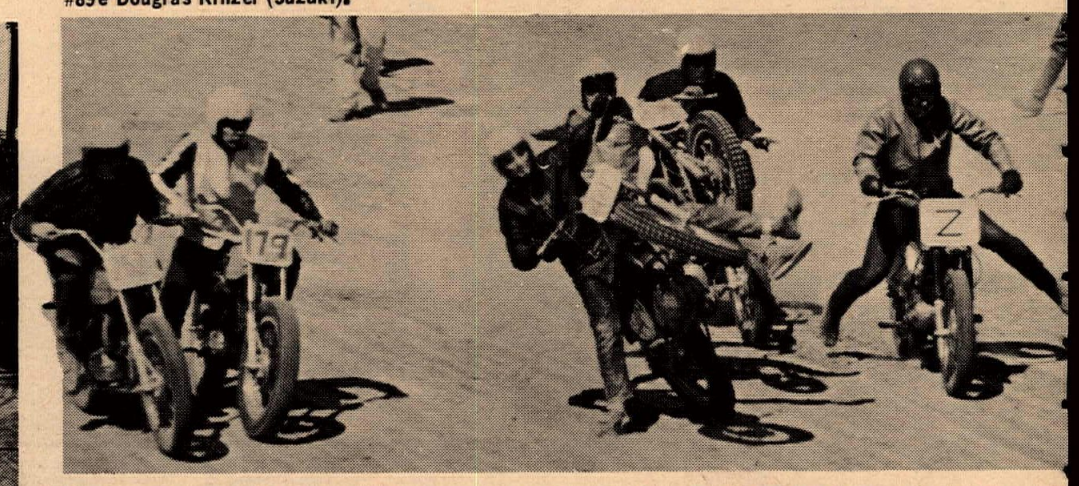
The next size class was 200cc, and Kenny Roberts led all of his events, which gave him first place Amateur gold.

As the bikes got bigger, so did the track. The east side of the course was re-routed up on the far bank and then brought back by way of a downhill corner, which looked more like a vertical switchback. That was the place where some of the riders said that the race was won or lost. The bigger bikes put on a good show slipping down and around that corner.

Airborne was the style in which Kenneth McKim (44n) used his 250cc Bultaco to get the jump on #89e Douglas Kinzer (Suzuki).



The 250cc Novice class shows how Lodi Cycle Bowl's new lighting system works. Here they've gotten the green "go" signal and storm off the line.



Rather hectic start of a 250cc heat race resulted in much jockeying for safe position and an eventual two-man spill, but fortunately no serious injuries were incurred.

The 250cc's were all tight and fast heats with no one really being able to make a clean breakaway from the group, through the Main Events.

On the other hand the 350cc classes showed the individual rider more clearly. One such rider was Joe Brazil, 121j of Sacramento, who took fourth, and the crowd watching him had no doubt in their minds that he was pushing his Honda for a win.

The big 500cc bikes romped 'round the track to find Dave Newman, 148w of Belmont, winning the Novice division, and Jackie Paro, 75b of Richmond taking the Amateur class.

The four-stroke lover was given something to think about when he looked down at the results of the 650cc Amateur/Expert Main Event to read Paul Johnson's name written in first place. Johnson, #5 from Lafayette, was riding a Bultaco against big English twins, and won.

The Cycle Bowl at Lodi, as any of the riders will tell you, proved to be a fun track, and promises to provide even more enjoyment all summer.

(Results on page 20)

Many races were won or lost around this downhill corner. Here the 650 Amateur/Expert class riders have a go at it.

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NATIONAL EDUCATION ASSOCIA- AND INDUSTRY TO DEVELOP MOTORCYCLE RIDER EDUCATION

A joint effort to develop motorcycle rider education source materials and standards specifically adapted for use in public schools has been announced by the National Commission on Safety Education of the National Education Association and the Motorcycle, Scooter and Allied Trades Association.

The joint announcement of the new program was made by Dr. Norman Key, Executive Secretary of the Commission on Safety Education, and Paul L. Mc Crillis, Director of Governmental Relations for MS&ATA, at a meeting of the Advisory Committee of the trade association in New Orleans.

"The need for a rider education course for motorcycle operators has become more and more acute in the last decade, concurrent with the significant increase in the number of two-wheeled vehicles," Dr. Key stated. "Even in communities where local efforts have been made to establish programs there has been a dearth of adequate and authoritative source material on which to base a sound program of motorcycle instruction."

The motorcycle industry association plans to underwrite developmental costs as a means of discharging its responsibility to the users of its products, according to Walter Davidson, Chairman of the Governmental Relations Committee of the industry association.

"The motorcycle industry believes that a well-planned motorcycle driver education program would be a most significant factor in reducing cycle accidents and injuries," Davidson said.

"If these auto driver education programs can be effective, there seems to be no reason why a similar program of motorcycle instruction would not yield similar results," Dr. Key observed.

Officials of both NEA and MS&ATA are studying specific proposals as to the most effective way to develop a high quality program, McCrillis pointed out. It is expected that many educators and other experts in traffic safety will be requested to pool their knowledge in order to complete this project, he concluded.

BIG BORE

SADDLEBACK PARK: BIG BORE GO BY O.C.M.C.

Story and Photos by Tom Culp

Sunday, April 21, 1968 was the opening go on the newest TT scrambles course in Southern California as the Orange County M.C. chose to give the big bore riders the riding many had been yelling for, but not many choose to support. Those who supported the OCMC in this effort to give the heavyweights an opportunity to ride in the daylight and get plenty of laps will agree this is what they got for their money.

Upon arriving at Saddleback Park, all we could see were orange windbreakers with Orange County M.C. on the back. They were all over the place. Here is a club with plenty of manpower to put on a good day's event, and that's just what they did.

As time grew near to start the Experts, the fact that the turnout was not up to par was in every club members' mind, so they got together and turned the riders out for practice. The question was asked by the starter, "How long should I let them go?" The referee's answer? "Till they get tired." That is just what they did! They turned 25 eager Experts loose to try their style on the short new course. After ten or so laps every time they came by they gave the starter funny looks. Eventually practice ended.

Scott Storms

The first event was the 500 Expert moto with Steve Scott taking the lead in the first corner and never giving it up. In the later laps Scott and Fishburn, who had fallen and was a lap behind Scott, had a go at it. The next class to go was the Open Expert moto with Jim Peterson on a BSA jumping into the lead, Bill Cody hot on his heels. As the laps progressed Jim lost it in the sweeper, putting Cody (Triumph) out in front, but not for long. Bill lost his mount in the sweeper a couple of laps later and by then Peterson had gotten up, moved back into second, then went on to the win. Cody remounted and continued, only to tangle with Ben Fakkeldy's rear wheel while trying to catch Peterson.

BSA Victor mounted Lemar here negotiating downhill sweeper and on to first place 500cc Amateur.

The second motos were copies of the first but the third motos proved to be a different story as the fifteen-lap events took their toll of man and machine. The 500 Expert go saw Scott take the lead with Fishburn, Ariel mounted, in hot pursuit. As the laps wore on Scott had electrical problems, so Fishburn turned up second, third was Willingham. The third moto for the Open Experts saw Peterson winning it wire to wire, but he is a member of the promoting club and was riding for fun, not much fun for Fakkeldy who took the win with Dorsh in second.

Here Come The Amateurs

By this time the Amateurs had arrived and were turned loose for practice, and plenty of it. The 500 Amateur moto saw Lenar take the lead never to be pressed with the battle for second and third between Boyles and Evans with Boyles taking second and that's the way it ended in all three motos.

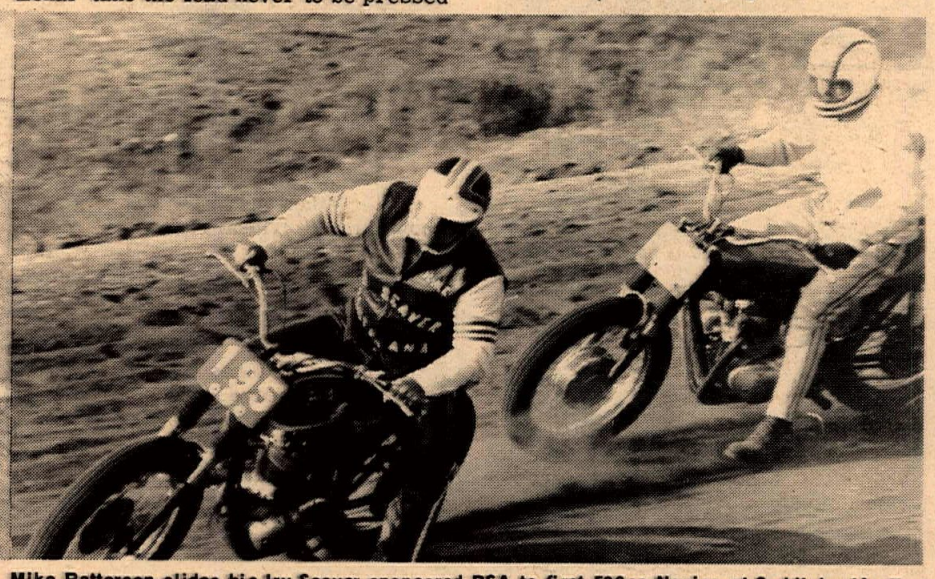
The Open Amateur got off with Morarity on a Triumph leading and Allen Trio second, Peterson third. Lap after lap rolled on, the riders looking as if they really enjoyed the battle.

Now the Novices got their chance at the course. First off was the 350 Novice moto with Mike Toussu on a super fast Kawasaki getting the jump on the rest of the field with Sandborn (Ducati) in second and Currell (Bultaco) in third. The 500 Novice had Patterson (BSA) charge into the lead with Troats (BSA) following and Potter (BSA) taking third. In the Open Novice go Michell grabbed the lead, but he took a spill in the third moto, lost out to Kell and had to settle for a hard-fought second with Kavanaugh in third.

When the day's events were over, the riders loaded up and hurried home to get out the liniment as there were sure to be some sore muscles after those 15-lap motos. This is more riding than the heavyweights get in 2 or 3 races at the regular events. It's too bad that more of the Big Bore riders didn't support his event as the Orange County M.C. put on a real good day of racing.

(Results on page 20)

Moriarty leads Allen as the two Triumph jockeys fly over jump and on to finish.



Mike Patterson slides his Irv Seaver sponsored BSA to first 500cc Novice at Saddleback's first TT on April 21, 1968

Downhill sweeper after the jump provided a few spills during the day's activities. Here R. Scott (#561) and J. Fishburn (79x) follow pack, only to overtake all and finish first and second 500 Expert respectively.

DON GATELY LEAVES YAMAHA

Don Gately, Assistant Director of Advertising and Public Relations at Yamaha International Corporation, has resigned effective April 15. Mr. Gately joined Yamaha in February, 1965. While at Yamaha, he co-authored the firm's safety booklet "Common Sense Tips For Safe Sportcycling." He also has been a frequent contributor to motorcycle magazines.

Mr. Gately is joining the Los Angeles advertising agency, Sol Shein Advertising, as an account executive. In addition to his duties there, he has formed his own public relations firm, Communications Enterprises.

Mr. Gately, who holds a degree in advertising from the University of Florida, has been a motorcycle enthusiast for 20 years. He indicated that he hopes to remain active in the motorcycle industry: "I believe that the motorcycle industry will continue to grow at a steady but perhaps slower rate than in the mid-sixties. I am confident that my new affiliation will make it possible for me to broaden my scope within the motorcycle business."

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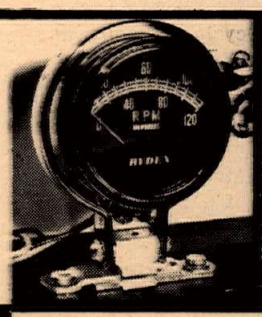

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GUILD RECEIVES STURTEVANT AWARD

Holding his huge trophy emblematic of Master Mechanic for AMA Grand National Champion Gary Nixon is former rider Cliff Guild of Triumph Baltimore. Included with the award is a gold torque wrench and $1000 merchandise gift certificate presented by Sturtevant Tool Representative (left) at Daytona Beach, Fla.

NEW FOR NOGGINS JUNIOR SIZE

The first safety helmet specifically sized and styled for boys and girls (4 to 10 years of age) has been introduced by Buco Products. The "Bantam" features Buco's "floating cap" protective system, which meets or exceeds the highest known requirements for effective head protection. Employing adjustable internal suspension, the Bantam adjusts to the varying sizes and shapes of children's heads, and a full Delta hold-down.

CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

Is your club listed here?

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY —P.O. BOX 498, LONG BEACH, CALIFORNIA.

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Mail Address P.O. Box 67, La Puente, 81746, Club Address: 14402 Ragus St., La Puente. Ph. 330-5042.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. Ask info at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOXES M.C., desert competition and trail riding club. Seeking AMA sanction. Meet 1st Wed. of each month 7:30 p.m. at selected locations. Call Lloyd Powell at (213) 923-7022 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS M.C., AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. at Cliff House, 15145 Pacific Coast Hwy, Pacific Palisades. Mail address: 8921–11th Ave., Inglewood, Cal. 90305. Phone: (213) OR. 8-2868.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets Thursdays at 8:30 p.m. at 5567 So. Norwalk Blvd., Whittier, Calif. 90601. For info call Paul at 699-0298.

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 982, Ridgecrest, Calif. 93555.

HI-HATS M.C. For information write to P.O. Box 467, Martinez, Calif.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting, refreshments. Mail address: P.O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30½ W. California St., Ontario, Calif. (714) 986-3118.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info. Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 6 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0485.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLOPOKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Comestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day!

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California, Ventura area. Phone: 649-0469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres.: J. M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 598-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club, AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipall Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Sawyers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd., Sacramento. Mailing address: P.O. Box 8544, Sacramento, Cal. 95822.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount. Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanc. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Calif. Ph. 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in Gar. Refreshments during meeting. Phone (213) 222-2720.

SO. CAL. M/C Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank. Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. at 13220 S. Van Ness, Gardena (Rowley Park). Mail Address: 17207 Illinois Ct., Torrance. Call DA 4-7043 or 754-5991.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 – 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VEGAS VALLEY M.C. Meets 1st and 3rd Mondays. Top quality competition club of scramblers and short trackers. Mail address Tom Jones 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding-club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT, and social. Membership limited to those involved with motion picture and TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nev.

SPROCKETS SCRAMBLES

Story by Ernie Winslow
Photo by Jack Light

Bakersfield was the place to be Sunday, April 21 if you were an avid cycle spectator or more so if you were a rider who likes a fast track with plenty of competition and enough fender-banging and tank-slapping to keep you on your toes (or on something else if you weren't careful).

Butch Turner was once again unbeatable in the Open Expert class and the way he and his Triumph handle the job, Sprockets Park might more aplty be called Turner's Playground. Ron Pierce turned in a fine ride aboard Custom Engineering's Triumph to pick up the second place trophy. Don McKay outlasted the rest of the Amateurs mixed in with the Experts to nail the win down in that class.

The Open Novice class was a battle to the last moto-cross with Mike Middleton's Triumph holding off Midge Griffith and a beautifully prepared Norton out of Griff's Motorcycle. There has never been any doubt that papa Alvin puts some of the hardest running rigs on the track, but when one comes out as clean and sanitary as this one, a lot of people thought that Al might have changed his standard of all for go and who ever heard of a racer looking pretty. But not so, it was a typical snortin' Norton.

Ron Spillman was back on a Ducati this race and showed fine style as he made his move from way back in the pack and slipped by Orvis Stacy and his BSA on the last lap to win the 350-500 Amateur affair.

The 500-Novices all decided to get to the first corner at the same time and tried to use the same groove with some devastating results. Of the six bikes the only one that did not wind up in the pile was a lucky fellow who missed a shift coming off the line. Ed Swortfiguer dug his durable Honda off the bottom and on the restart figured the best place to be was way out in front to eliminate these silly games and that's just where he stayed to take a very hard-earned trophy.

Pete Willis had pretty much his own way as he led the 350 Novice boys around the track all day to add one more for the trophy case and lots of praise for a fine running Ducati. Jim Campbell of Porterville was second riding a Honda.

As usual the 250cc Expert go was one of the closest races of the day. George Omo Jr. fought hard the first moto-crosses to have two wins going for him the third time up only to lose the gearbox on the line. After the points were added up Ron Pierce and Custom Engineering's Suzuki had the first place gold with George still coming out second.

Bakersfield Motorcycle's new hotshoe came through with flying colors in the 250cc Amateur dash for glory. Rick Newby and his blasting Bultaco took the measure of Yamaha-mounted Jon Docker and Steve Davis also on a Bultaco. Docker and Davis put up one of the hardest battles of the day for second.

Three trophies were up for grabs in the 250cc Novice class with Howard Howell on a fine handling CZ taking number 1. Jeff Johnson moved up from the 90cc class to ride one of Mel Dineson's Royal Enfields and snapped up second. Gil Robbins and his Ducati held off the rest of the pack for third.

Rick Blake and his Bridgestone took the Expert honors in the 200cc event with Art Carter of Fillmore on a Bultaco grabbing top spot among the Amateurs.

Ron Tobey sewed up the 200cc Novice race with his usual ease and flawless riding style. Ron also received a very fine trophy for high point rider for the year at Sprockets Park in the small bike class.

Frank Roseberry picked up the goodies in the 125cc Expert sortie with Dave Sprayberry taking the Amateur honors. Both were Kawasaki-powered. Dale Medford and a balky Hodaka finally got together (Dale had a nice quiet talk with it in the pits) to hold off a strong surge by Ron Typer and his Moto-Beta for the Novice awards in this event.

(Results on page 20)

Sprockets Open Amateur/Expert winner Butch Turner is already almost out of camera view on his Triumph, followed by eventual third place rider #29 Al Griffith (Norton) and #97 Ron Pierce (Triumph), who wound up second.

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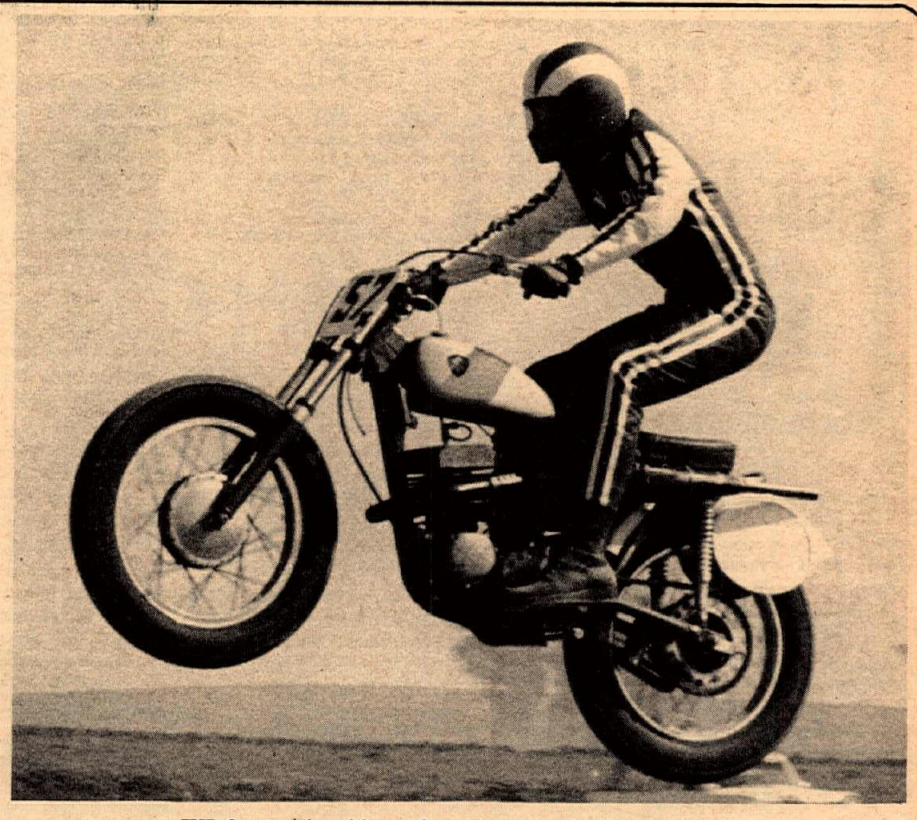

TT Scrambles Mesa Speedway – April 21, 1968
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250 Expert Class
Riding for Floyd Emde M/C Sales, San Diego

TT Scrambles – Sprockets Park – April 21, 1968
1st RON PIERCE – SUZUKI
250 Expert Class
Riding for Custom Engineering – Bakersfield

Professional Half Mile – San Jose – April 21, 1968
1st ELDON HINKLE – SUZUKI
Novice Main Event
Riding for Cycle Haven – Stockton

Elsinore TT Scrambles – April 27, 1968
1st DAVID ALDANA – SUZUKI
100 Expert Class
Riding for Irv Seaver M/C Sales – Santa Ana

Salinas TT Scrambles – April 28, 1968
1st DAVE PESTONI – SUZUKI
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CITY OF HOPE TOUR REWARDING FOR ROAD RIDERS

Story and Photos by Robert O. Fee

Twenty-five representatives from the Southern California Road Riders' Committee broke bread with patients at the City of Hope National Medical Center and toured the hospital and research facilities at Duarte, California, Sunday, April 7.

Mel Heininger, Executive Coordinator of the multi-million dollar, 92-acre, pilot medical center, explained that the City of Hope was not a general hospital nor an emergency facility and thus was shut down on weekends except for patient services. Because of this the motorcyclists could mosey through and eyeball areas normally available to "Authorized Personnel Only."

Eighty-five percent of the riders attending were new to the RRC since the last tour three or four years ago. They found it a richly rewarding experience and gave new meaning to the annual City of Hope Spring Tour that the RRC sponsors every April. They learned that the National Medical Center was one of the top five research centers in the country and the only western facility ranking with such eastern names as Mayo, Anderson Institute and Betheseda.

Many of the riders were surprised to learn that the City of Hope was actually 4 hospitals in one, though it began with treatment of tuberculosis. As T.B. fell from first to seventh in the list of prime killers of man, that wing of the City was expanded to include all chest diseases and conditions.

Other wings to develop were the Cancer and the Blood, which have erroneously come to be associated solely with Leukemia and the children. The latest function of the City of Hope is Genetics, to which 60 laboratories of the new $2 million Lippman-Graff Building are devoted.

Many of the riders visiting the Center for the first time learned that the word "charity" is forbidden within the walls of the facility. "No patient ever pays at the City of Hope," Heininger told the cyclists, "But the patient is never subjected to the indignity of "charity" by either word or deed. That is one of the precepts the center is founded on. The other two are 'non-sectarian' and 'administration on the highest level of human dignity.'"

RRC Referee Bill Miller asked Heininger, "Who plays God? Who decides who gets into the City of Hope and who doesn't."

Heininger explained, "There are two classes of people who are not generally served by the City of Hope. They are the rich who can afford to hire all of the services that the Medical Center can provide and the indigent who are provided for by the government. All others who suffer with what the Center specializes in, are not terminal cases, and are referred by their doctor can find hope at the Medical Center."

Mr. Brenn of the Knights M.C. asked if research was the prime purpose at the Center. Heininger replied that while research was of great importance and accounts for much of the fame, 8 million of the 11 million dollar per year budget was spent on patient care. Over 50,000 patients a year are treated as outpatients and 2,500 per year in beds.

Moving from the out-patient center, the riders took a short detour into the chest wing where, under strict admonitions for total silence, they observed wall to wall carpeting (cheaper to clean and maintain that any tile), vinyl wall and ceiling coverings (easier to sterilize than conventional construction), overstuffed furniture, and dual air conditioning and purifier systems that thoroughly filter out smog, pollen, and bacteria.

"That is the hospital of the future," Heininger told the cyclists when they emerged from the wing, "No noise, comfortable surroundings with each room wired so any patient can be monitored by computers that can note changes in physical conditions 30 times faster than a human.

The equipment in the Pulmonary Function Laboratory immediately reminded the representatives of all the hot air expelled in RRC meetings. But everything here serves a useful purpose.

Visitors were impressed with all facets the vast City of Hope complex. Most of the 92 acres at the immaculate Medical Center are tastefully landscaped, adding a pleasant view for patients.

The most fascinating part of the tour was looking at the radiation chambers with their spiral corridors and mirror viewing systems. The radiating machines resembled something from a science fiction scene, but each rider knew they were very real and very important to the patients who owe their lives to the monstrous hulks.

"If we mortals were so much as to open the door to surgery, it would take two days to wash down and decontaminate the place," Heininger commented as he led the cyclists past the portals where open heart surgery was developed and is now commonplace.

In the X-ray department, the 25 riders literally jammed a small room to inspect a huge fluoroscopic scanner costing $122,000 and capable of making motion pictures, remote television display and instant replay from video tape.

Following dinner, where the riders shared the same menu with the patients, some of the group stepped into the kitchen and admired the magnificent sight of shining stainless steel, with separate areas headed by individual chefs, each responsible for his specialty. Electronic ovens, just now gaining public acceptance, have been used in the City of Hope kitchen for over 10 years.

The group then toured the research laboratories, peering through small windows of locked doors at sophisticated electronic computers carrying on experiments, sensing, measuring, and printing out data to be evaluated when the scientists returned from their weekend. The reps were privileged to inspect at close hand, two electron microscopes, items few people ever get to see.

A quick pass through the Genetic research building brought the riders to the 23-unit motel that is available to family and relatives of the City of Hope bed patients. Although generally rented at the going price of motels in the area, Heininger recounted one instance when a room was made available to a "strapped" husband of a patient for a dollar.

The final stop was at Hope Auditorium where the proceeds of previous Spring Tours have sponsored and paid for a complete sound system. Suitable not only for the normal stage functions of an auditorium, the motorcyclists' contribution to the City of Hope features a sophisticated multiple microphone setup that is used by scientists and researchers who come from all over the world to attend conferences and seminars and participate in the more than 100 research projects under way at the City of Hope.

Representatives of the Road Riders Committee hope to realize sufficient proceeds from the '68 Spring Tour to make a significant contribution to the children's wing where just one day's care costs $285 — yet no patient has ever paid a penny for care at the City of Hope.

Visiting riders were the guests of the City of Hope for dinner, and enjoyed the same tasty fare as the patients, prepared in immaculate stainless steel kitchens.

The annual City of Hope Spring Tour was held for the 8th consecutive year at 29 Palms, California, April 27 and 28. A complete report on the 1968 event will soon appear in Cycle News.

HARLEY-DAVIDSON PRODUCES NEW WINDSHIELDS

Vinyl windshields are now being produced as an accessory by Harley-Davidson Motor Co., with color choices of clear, blue or pink material. Expected production will be 20,000 windshield assemblies per year, with an additional 40,000 windows as replacement parts. Drop in at your local Harley-Davidson dealer to see the new shields and for price information.

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MEET THE DEALERS

PROFILE: GENE MEYER'S CYCLE CENTER

By Delmer O. Gasche

One of the finest motorcycle service shops in the Puget Sound area is at Gene Meyer's Cycle Center in Renton, Washington. Denny Deusen, the service manager, has had twenty years experience in the motorcycling sport. He has worked with some of the top competitors in the area. "In 1959, for example," Denny said, "I did a lot of tuning for Bob Budschat. We traveled to meets throughout Washington, Oregon and Idaho."

Denny's service shop is probably the best equipped shop of its kind in the Seattle-Tacoma area. "Even a crankshaft from a warranty machine only stays in for two days," Denny said. "We have complete crankshaft rebuild on all twins and are the only shop around this area which can do this at the present time. The shop is completely air operated. We have an Alpha-Tru for crankshafts, boring bars, arc and acetylene welders, new Quick-Way valve equipment and a South Bend lathe."

Denny Denson

Denny is expert on BSA, Triumph, Harley-Davidson and the Japanese bikes. He worked for two and one-half years as a mechanic in the first Honda shop in the area. "Jim Dunn also helps me out in the shop," Denny said. "Jim is one of the best two-stroke tuners in this area. Last year he went to Daytona on his own rig, completely sponsored himself and ran the 7th fastest novice time there. He was running tenth in the novice event when his alternator exploded and put him out. He has won the Junior Canadian National Road Race Championship."

"I used to race," Denny continued. "My first attempt at road racing was at Abbotsford, Canada and it cost me $600. I finally made amateur then decided it was too expensive. After finishing the 1959 season I decided to give up motorcycling completely because it was so expensive and took me away from my family so much. So I got all heated up about skin diving and sunk $300 into equipment. I told myself that skin diving was going to take the place of racing. I could take the family along and spend some time with them. Well, I tried it for two years. Hell, I never even learned to swim. One day I loaned my equipment to a fellow and he sold it, left the country with the money and I never did hear from him again. I went right back to motorcycling. You can't quit once you're in it. Nothing really takes the place of racing and setting up a bike."

Denny owned his first bike when he was 17. "That was way back in 1947," he said. "I bought a '46 Indian Chief and almost crashed getting it home. That was in the good old days before the government decided to protect everybody from themselves. Not that there's anything wrong with the laws, the laws are all right but they should be suggestions instead of laws. A lot of old time riders don't like helmets for street riding. I probably rode over a 100,000 miles before I put a helmet on for street riding, now I wouldn't go out without one. But I don't want anyone telling me I have to wear one! I want to decide with my own head how much protection I need."

"However," Denny added, "I think these laws are coming about because of Federal push and I doubt if there is any way to change the situation. It's like a bully talking to a little kid – do as I say, or else! I don't believe there are enough serious motorcyclists to successfully lobby."

Duane DePoe

Duane DePoe is the sales manager of the Gene Meyer's Cycle Center. "I believe the legislation cut our sales by about one third last year," he said. "Personally I don't feel the laws are as bad as some people make them out to be. I expect sales to return to normal as people get used to them."

Duane has been in motorcycling 11 years. He received his Expert's card a few years ago and won many indoor races at the Tacoma Sports Arena.

"He fell off once and didn't know where he was for about a day," Denny commented dryly.

"I leaped off the high side right into the straightaway at Graham's quarter mile track," Duane explained. "Somebody hit me and I couldn't even remember who I was. I had to ask people where I'd finished after each race because I just couldn't remember. After the race, when we were loading the bikes, I couldn't even remember which bike was mine."

"He was goofier than an outhouse mouse," Denny added.

Duane smiled and continued, "we're sponsoring a new rider this season. His name is John Kent and this will be his first year as a pro. He'll be riding a 250 Suzuki and we've got high hopes for him."

Duane handles the advertising for Gene Meyer's Cycle Center. "We sunk a lot of money into radio advertising last year," he said, "and in my opinion it was wasted money. Classified ads are the ones which can really prove themselves. I place spot ads in the large area papers and they really bring in customers. I believe the new 500/Five Suzuki will prove to be a good, strong seller."

Denny is a member of the Everett Motorcycle Club. Duane is a member of the Seattle Motorcycle Club.

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RIDGE RUNNERS BENEFIT

Story by Don Ivan

Despite the attractions of some other scheduled races in Northern California, including the San Jose half-mile on April 21, the Ridge Runners Club of Santa Cruz hosted a fine turnout for their benefit scrambles. The club, having one of the largest rosters of active competitive riders in the district, however, had voted themselves out of performing for their local fans. Shunning their dismay, the mass of blue-jacketed Ridge Runners made every effort to produce a fine program of racing.

The track was a half-mile of narrow tight and sweeping turns with virtually no straightaways, through the hilly, wooded terrain. Although continual efforts were made to condition the track, the stubborn surface offered only hazardous mixed traction which provided the spills and action which draw the anxious spectators.

Although participation was limited in the Amateur and Expert division, the Novice riders, especially the lightweights, created more than adequate excitement. Restarts were the order of the day, as the Main Events found a very menacing first turn. After two black-flagged starts, due to first turn mishaps, the 200cc Novice man provided a spectacular show of local racing promise. Sixteen-year-old Donnie Cowles, riding in his second race aboard his 200 Bultaco, passing everywhere, from sixth place to a stunning win, followed closely by Tom Madlem. In the 200cc Amateur class it was Ron McGuire aboard a 100cc Hodaka that took the big win. Ron completely dominated the 200 class, with some mighty fine riding. He managed to swoop the riders in both his heat race and the Main Event.

The 250 Novice race had its usual series of pile-ups and spills which have made it one of the wildest and most exciting classes. The third restart found Montesa-mounted Bob Bowers charging out of the dust of another first turn disaster and holding his lead to the finish. From the mess of confused riders, seeking another black flag, two new Yamaha Enduros charged ahead to bring in second and fourth place honors. Teenage Expert Allan Kenyon took home first place trophies for Sonny Kenyon's Bultaco in the 250 and 650 races, riding in one lap from last position to victory on his 360 Taco in the Open Main.

The Ridge Runners M.C. should be congratulated for the great job they did of running things smoothly and on time. It is hoped that the DeLaveaga Park area of Santa Cruz, will be scheduling many more such races.

(Results on page 20)

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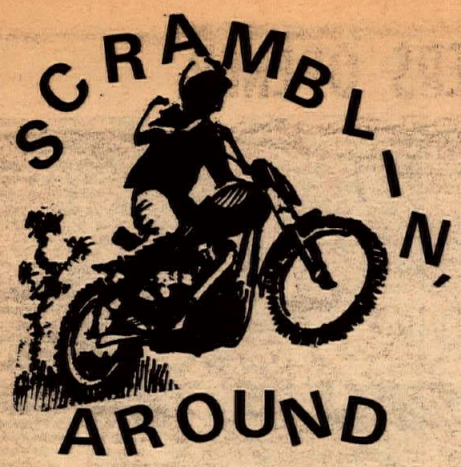

By Maureen Lee

Did you check the big bike point standings for the first three months in the current issue? It looks like it's shaping up into a fight betwen Jim Hunter and John Rice this year and we know Jim wants that number one plate back. But, by the time the copy was set for that list things had changed and a new challenger is currently in first place. Terry Dorsch. Terry rode both the O.C.M.C. Saddleback scrambles and the 13 Rebels one at Perris the same day while Hunter and Rice only rode one which gave Terry an edge. Would be nice to see that number one on a 40-incher again!

Don't forget the referees' meeting for scrambles clubs on May 9. The one for desert refs turned out very well, all informal just sitting around and offering suggestions as to how things can be improved. There are always lots of complaints about how the desert gang has the most to say in the District and often, friends, it's because some of the scrambles clubs don't put enough effort into it like running a member for an office, etc. So let's all get a referee to that meeting and see if we can't come up with some solutions to our problems.

By the time this column comes out we shall have been to Las Vegas for the point run there and every time we travel away from home we are struck by the same thought. We all complain that we have too many riders at our scrambles and that we sit around too long etc, etc, etc, but just think about this. If it wasn't for all that fierce competition we have here we couldn't produce the riders we have, riders who are probably second to none anywhere. A racer can only develop his skill by riding a lot and having to go a little harder each week to stay up with the troops and if all he has to ride each month is one or two events with maybe the same eight guys he's not going to have any incentive to go faster. Those smaller scrambles are sure fun to ride but in the overall picture they aren't going to produce riders who will be capable of mking the long climb to the top as a professional racer. Most scramblers have no intention of ever turning pro but it's nice to think that you might just make it if you can make it big in District 37.

VEGAS RAINS DOUSE CRAIG RD. SPEEDWAY

By Gene Drew

Lady Luck has a way of doing strange things in Las Vegas, the town where her presence is felt 24 hours a day. However, motorcycles and Craig Road Speedway have yet to put together a winning combination.

After getting blown out March 17 it was felt that the April 21 date had to be a good one...and things started off well enough. The entry list promised an excellent program, the track (though small) was in fine, fast shape and during practice the riders got a nice feel of the course. A sparse but enthusiastic crowd eagerly awaited the start of the day's racing.

First out were the 100cc combined classes. Two local lads, Gary Wells and Mike North, captured the interest of the spectators by performing well beyond their tender years, running 1-2 in the sportsman class aboard Yamaha and Bridgestone respectively.

Willey Wails

Jay Willey (Bridgestone) took all three of the professional class 100cc events with Norm Hansen (Yamaha) and Paul Coberly (Tohonda) finishing right behind him each time out. Duane Bennett (Honda) ran fourth.

A good field came to the line in the 250cc sportsman go and a real battle developed between Billy Williams, Jr. and Monte Montoya (the fat man who falls down a lot). Montoya stayed up this time, though passed by John Randolph, and got a big hand for his efforts. The first three were all on Bultacos.

In the 250cc professional, Tob Tooley dominated the scene on a new 250 Yamaha with Terry Griebel (Kawasaki) a close second ahead of Jay Willey, this time on a Montesa.

Hatcher, Hamett Haul

The Open Class saw a short field but once the starter's flag fell, all eyes were on Triumph-mounted Chuck Hatcher and Dan Harnett aboard a new 360cc Bultaco. Wheel to wheel for both heats they kept the crowd's attention all the way, and Hatcher took the checker by about a four-spoke margin.

Dame Fortune and the weatherman got mad at each other and just as the finals started the heavens opened up, calling a halt to the day's competition. Riders were paid on the bais of moto-cross points for the heats, and all looked forward to the next event, in hopes that it could run to completion.

(Results on page 20)

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L.A. TRADE TECHNICAL COLLEGE'S MOTORCYCLE MECHANICS COURSE

By Steven L. Greenberg

They rode in – one by one and at different times – from New York, New Jersey, Illinois and a few from California. They all drove into Los Angeles on their cycles.

It sounded like an old western badlands movie or a modern day motorcycle gang in the making. But these weren't cowboys or hoodlums. They were clean cut, well mannered and all had a high school diploma or its equivalent. These were the initial students to comprise the first two-year accredited junior college course of Motorcycle Mechanics in the United States, at Los Angeles Trade Technical College, one of the largest junior trade colleges in the country.

The course started in April of 1967 with only four students. Now, one year later, there are a total of 20 day students, as well as 20 night students enrolled. Teaching these raw recruits is the job of Douglas L. Christopher. The school administration had planned such a course for several years and was very anxious to get it started. The school's anticipation of a good class was further heightened by the promises of many, motorcycle manufacturers and importers – Honda, Harley-Davidson, Yamaha, BSA, Triumph, BMW and several other known brand names – who pledge to aid in supplying special tools, motorcycles and other warranty parts. Now the course is finally on its feet, due to the hard work of the school faculty and the industry behind it.

Becoming a student is easy enough. None of those already taking the course found any difficulty getting in. However, just sitting down in the room doesn't mean that you've got it made. There is a lot more to this course than just snapping a crescent wrench and turning. This is a two-year course and a student must have patience, because the curriculum is varied. Its goal isn't to create a 20-week mechanic who can work on one model and merely be a parts replacer. This course is designed to turn out a motorcycle technician...one who has all the qualities of a master mechanic along with the charm and ability to communicate with the buying public. In reality, a man as capable in the front of the shop as the back, or even capable of owning the shop.

The motorcycle student must buy his own hand tools to use in the classroom. Upon first entering the class, the student is handed a list of necessary tools which he must have for the course. The list stresses expensive lifetime guaranteed tools, because a tool must last a lifetime to a mechanic and not just three or four years. The cost of the tool list is $250.00 However, this price is deceiving. One must get an adequate toolbox to house his tools. Several of the students have rollaway tool boxes that run over the $125.00 mark, and this seems to be the trend. There are many other tools that aren't on the list that a good mechanic must have. One should look forward to spending at least $500.00 for his tool expense. Remember, that a motorcycle mechanic can't get by on one set of tools like a plumber or electrician. A student must have three sets of tools; one for American machines, one for English machines, and one for machines using the metric system.

Our classroom isn't much to look at at the present time, but it's getting better. We spend five hours a day, five days a week there. It's a one main room area with rooms for lockers and special tools. Our most prized possession is a lathe. We have two valve grinders and three solvent tanks. We have many other tools that are made available to us by means of a check-out tool crib made available for all the shop areas. Our instructor has incorporated his eight years of experience in the industry to do his best with what we have and set up our classroom into a motorcycle shop.

The motorcycle students do actual on-the-job type work. Customers bring their bikes through the door where they are then greeted by the class foreman of the week. The foreman writes up a worksheet as would a shop service manager or service writer. He rolls the bike to an out of the way area and then consults the instructor on the work order. Together they decide which student or students are capable, free, and ready for the assignment. When the machine is assigned, the student works on it within his own area, free to ask any questions necessary to complete the job. However, the questions must be those not answered in the service manuals. The students must work in clean white uniforms and conduct themselves at all times in a business-like way. They are expected to apply all available knowledge. The whole concept of this course is to get a student working in a shop atmosphere so that when graduation rolls around, it won't be a student going from the classroom into the shop, but rather a mechanic going from one shop to another.

Work in the classroom is varied. It isn't unusual for students to be working on lawnmower or outboard engines. The instructor stresses that the mechanic must have the ability to adapt to any particular motor. He repeatedly points out in the daily hour lecture period that changing engine designs and new models of cycles constantly being produced demand mechanics who have the ability to work with a wide variety.

Every new course starting out has its problems, and this one is no exception. It should be remembered that this is the first time any city action has ever formed a college course on motorcycle mechanics anywhere in the United States, so there was no example for the school system to follow. We have much at our disposal as far as equipment, but it does not meet the demands of a cycle class. Right now we have many valuable automotive testers and devices which are being replaced by all new motorcycle equipment. We still need more special tools to work with, and have been assured that we will have them shortly. As yet we don't have a test ride area due to the insurance requirements necessary. But with all these points, we find that we are making progress.

The class has a bright future to look forward to. Already the school administration is starting to get the motorcycle representatives organized in their backing of this course. It is expected that the motorcycle importers will recruit their mechanics from those who graduate the course. Tools that we need to work on the cycles are coming in right now. Soon we expect to get more shop working area. We expect to be getting many more bikes to work on as soon as we build up a shop reputation. Those now enrolled in the course can see the future developments.

The motorcycle industry is growing rapidly, faster than ever anticipated here in the United States. The need for expert cycle mechanics is evident. One need only walk into a shop to find out how great the demand is. Those who graduate this class will find that there is a place for them in the industry. The mechanic will go into a shop or cycle organization where he will earn a decent living. He will become one of the few people in life who enjoys the work he does, and it's all starting now, right here at Los Angeles Trade Technical College's Motorcycle Mechanics class.

(Those seeking information about this course should contact the guidance office at L.A. Trade Technical College located at 400 West Washington Boulevard, Los Angeles, California.)

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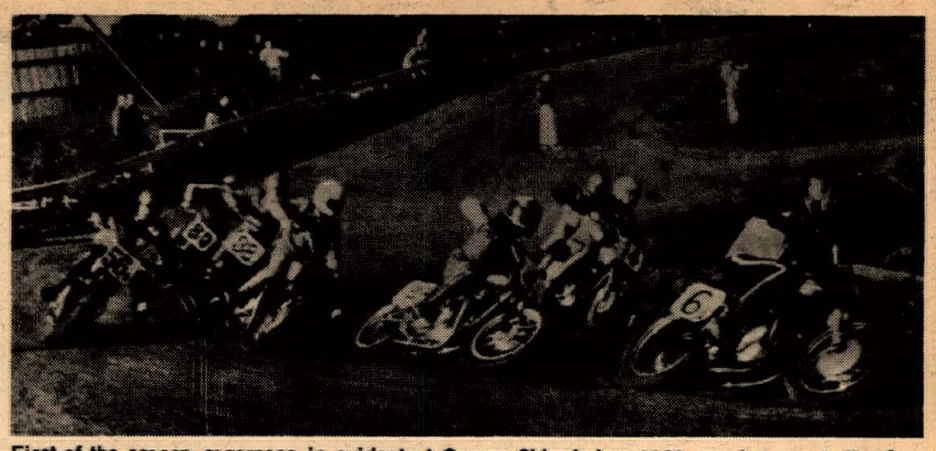

First-of-the-season eagerness is evident at Oregon Sidewinders 1968 opening event. Here's a cornerful of enthusiasm – the start of the "A" Main Event.

Story and Photos by J.K. Lacey

You know it's that time again when the Oregon Sidewinders M.C. of Portland, Oregon put on their first TT of the year. TT racing really gets into full swing after that in the Pacific Northwest with almost more racing than the shift and turn boys can handle.

With the weather not yet warm enough to begin weekly night racing the 'winders run a few Sunday events to get enthusiasm up, then will switch to Friday nights on May 17. From then on it's every Friday night until October, a July Championship race included.

The Novices really had a bash on April 21. All but Bill Cook. This Washington boy won the Trophy Dash going away and only fought with Bultaco-mounted Gary Tryon one lap before getting loose and making it a race with himself. But with three laps to go motor trouble set in and Tryon repassed along with Jessee Rodriquez and they finished in that order. I think Cook could tell trouble was coming as the Kawasaki sounded a bit off towards the last but came to life on the last lap and almost over-hauled BOTH the 'Tacos.

Trophy Dash winners at Portland were (left to right) Novice Bill Cook (86), Amateur Keith Nerseth (97) and Expert Gary Davis (14).

The number one Novice rider in 1967 is now an Amateur and might well prove to be the top Amateur in '68. Ike Reed. Saw Reed ride at Castle Rock last month and was impressed; he managed a fourth at Boise, and at Portland, well, he won the A Main. Reed didn't win his heat, nor his semi. But kept enough ahead of the score to make the Main where the money is and then went out and won it! Dave Sheffel and Kent Hansen, both just up from the Novice class also, put on a good battle with Tom Wood and Keith Nerseth. Wood got by all but Reed and Sheffel and second place Sheffel really fought to keep it, but even so Wood got a well-deserved third while Trophy Dash winner Nerseth settled for fifth.

The Expert A Main brought three National Numbers together plus a host of the local talent all wanting to win the first 'un. Sonny Burres won his heat race; Emil Ahola, the pride from Washington state, took second in his heat; Mark Williams, the nation's top Amateur last year and the man who won more races on this track last year than anyone, won his heat also; Gary Davis, Portland's own dock-worker, top Expert at the Sidewinders track last year and voted the most improved rider of the year, back with a National Number. He won his heat and bested Burres and Williams in the dash for gold; local 38q Bob Fuller, always trying hard; Mark Fortier, just up from Amateur ranks, transferred to Main via semi; and crowd favorite T.L. Hoglan, an Expert for a bunch of years, to the Main also via semi.

One re-start and a plug change later off the Experts storm, greying Mr. Davis on his Triumph grabbing the lead while Burres, Williams, Fortier, and Hoglan drop in behind. Davis, Burres, and Williams charge around and around, Davis beginning to tire and Williams looking impatient. Burres then breaks his chain on the front straight and is out and Williams goes by Davis and starts putting daylight between the two of them. Meanwhile Ahola and his Norton haven't been wasting time. Up through the pack he comes, one by one, and with two laps to go sets his sights on leader M. Williams. But this 19-year old Expert has been out front here before, picks his pace and it ends that way.

A warm day full of sunshine, top talent like we saw perform, and a motorcycle club that obviously knows what its doing really starts the TT season off right. Looks like another good year, full of surprises and many good races.

(Results on page 20)

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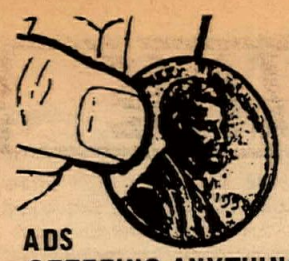

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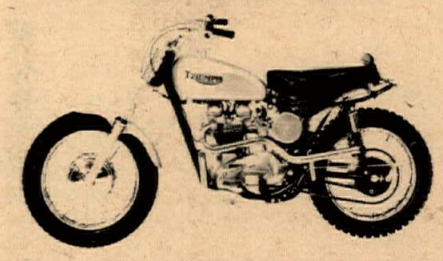

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THE FINISH LINE

By Bill Pettigrew

Ascot action finally got under way last Friday night April 26th after a rather dismal start a couple of weeks ago. With the widely publicized MRI, AMA, and J.C. Agajanian hassle over what the purse would be this year at Ascot and how it would be paid it is a wonder that things got going at all.

Experts totaling 25 decided to race for the $2100 flat purse with 26 Amateurs and a deflated amount of Novices kicking in also. Promoter J.C. Agajanian decided to up next week's purse to $2400 because of the enlightening amount of spectators that showed to pay the $3.50 admission price. Mr. Agajanian promised to up the purse in this fashion by analyzing the first week's success and will do so as long as the spectators keep coming.

Springer Suspension

Word has it that Dan Haaby's win last Friday night was the first time that a "springer type suspension" Harley has even won the Expert Main Event at the Gardena oval. Dan has won both the San Jose race last week plus the Ascot win for a great start for the year.

Novice class action also held some interesting notes as Yamaha twin mounted Keith Mashburn went on to 9 straight professional wins in a total of 9 times out (this is both TT and FT). Keith and fellow team rider Don Dudek are planning on a Yamaha sweep for the season. Don copped a good first in the Semi and a respectable 5th in the Main.

Another note of interest was Tommy Rockwood's performance in his first time out on the half-mile (Tom rode TT all last year) as he dazzled the Ascot fans by getting into the Trophy Dash and this hasn't been done on an opening night since 1957. Another great ride was Dwayne Keeter's BSA style that copped him a well earned second in the Expert Main Event.

Rains Came – And Went

Last minute news about the Atlanta, Georgia National scheduled for the 28th of April is it was rained out, although riders turned up at the track when the weather cleared and everything looked good, only no one could find the promoter or AMA officials — How do-ya like them cookies?

Swede Savage of motorcycle fame since turned to cars snatched a great consistent ride in the Dan Gurney sponsored Ford, coming from 11th to finish 6th overall at Riverside on Sunday.

NELSON, BROOKS, GARRETT TOP APRIL PONDEROSA ACTION

By Jack Ross

The first Sunday in April saw 94 Open Class riders chase 360 Montesa mounted Ron Nelson, one of America's top Moto-Cross racer. At the end of the first of four 8-mile loops, Ron had plenty of time to stop for gas. Following Ron into the finish were top desert riders Al Baker, Lynne Fortner, Steve Kirk, and Gary Schuelke. The old bean farmer Jim Camarat came in sixth to complete the checkers finish line club meeting. Wayne Garrett breezed around the four loops far ahead of the trail class for a very impressive win over Chris Miller and Man Mountain Wes Anderson Sr. of a starting field of 66 riders.

Easter Sunday the Greyhounds M.C. limited the entry to Novices only. Tom Brooks on a 360 Bultaco ran away from the 66 open class riders. The most impressive ride had to go to second place Wes Anderson Jr. who finished second in the Open Class aboard Steen's SS Hodaka.

Trail class action was again dominated by Wayne Garrett leading 54 riders for the win over Mickey Burton. Desert Daisy Jan Ditson paced the men in to grab third while Rose Martino finished 24th.

At 1 p.m. the Greyhounds held a handicap race to give the Amateurs and Experts some action. Two trophies and five pitchers of beer were given to the first seven finishers who were headed by Gary Colberg. Jack Ross took too much time stopping to clean some grains of sand from his immaculate Triumph and finished a distant eighth.

Sunday, May 5, the Greyhounds M.C. will hold a hare scrambles limited to Novices and Amateurs only in all classes.

(Results on page 20)

SINGING WHEELS AND GUIDING HANDS

Part of the 92 entrants at sign-in for the Singing Wheels Benfit Run.

Story and Photo by Bill Harmer

The Singing Wheels M.C. hosted its 3rd annual Benefit Run, Sunday, April 21, with all proceeds going to the Home of Guiding Hands for mentally retarded children.

The riders signed from 9 to 11 a.m. at Chuck Holenda's Harley-Davidson shop in El Cajon, Calif. The 92 signed-in participants travelled a course which took them by three check-points over a distance of 85 miles to a destination only five miles from their starting point. They had refreshments and then proceeded to get their program of field events under way.

C. Christensen of the Road Cruisers M.C. won first trophy in the field events and Jim Lee of the Vista Travellers earned seond. Al Rupp received a special third prize of five lines of bowling through the courtesy of the University Lanes. The field event for the passengers consisted of sitting on the bike backwards and throwing balls into a bucket while the driver maneuvered the cycle through a slalom course. It was won by L. Preston with Rita Rupp capturing second.

Shirley and Kenneth Plickerd received a special surprise trophy for being the first couple to sign in. Wild Bill's Tavern donated the hard luck trophy which was accepted by Red Cradall. The sweepstakes drawings were won by: 1. Edward Hinds; 2. M. Rosenbale; 3. Eric Christensen. The passengers' prizes were drawn by: 1. Helen Ray; 2. Joseph Melanson. Award for the largest club in uniform went to the Mary's Men M.C., and another five lines of bowling were awarded for the first A.M.A. membership application received. Ben Mattison took the prize, and seven other applications were received.

The run destination was the Little League ballpark at Lakeside which the riders reached by a round-about way taking them down Wildcat Canyon and through the Barona Indian Reservation which is a very scenic route. Participating clubs were Vista Travellers, Road Cruisers, Pacific Coasters, Terripins, Aztecs, Mary's Men and the host club, Singing Wheels. Festivities terminated about 5 p.m. and the happy riders rode off in groups to their various homes. The Home of Guiding Hands received a sizeable check and a good time was had by all.

BULTACO

IN THE LAST TWO WEEKS, THE BANDIT HAS BEEN SEEN AT THE FOLLOWING PLACES.

EL BANDIDO

APRIL 21, '68

Pac. So.-West-Champ. Hare Scrambles
1st Pl. 500 Ex. Steve Staats — *El Bandido*
Bushmasters Moto-x Scrambles
1st Pl. OVERALL Hvy. Wt. John Bailey — *El Bandido*
A.F.M. National Moto-x Scrambles
1st Pl. 500 Jr. John Maynard — *El Bandido*
2nd Pl. 500 Jr. Bob Kulek — *El Bandido*
3rd Pl. 500 Jr. D. Teether — *El Bandido*
13 Rebels TT Scrambles (Perris)
1st Pl. 500 Nov. A. Armstrong — *El Bandido*

APRIL 28, '68

District 37 Championship Hare Scrambles
1st Pl. 500 Am. John Bailey — *El Bandido*
1st Pl. Side Hack Jim LeBlanc — *El Bandido*
(only Hack finisher) John Burns
Silver State Classic TT Scrambles (Las Vegas)
1st Pl. 350 Nov. Bob Vacca — *El Bandido*
3rd Pl. 350 Nov. Mike Cuberson — *El Bandido*
5th Pl. 350 Nov. Jim Woolwine — *El Bandido*
1st Pl. 350 Am. Chuck Boyle — *El Bandido*
2nd Pl. 350 Am. Norm McDonald — *El Bandido*
1st Pl. 500 Nov. Alex Armstrong — *El Bandido*
2nd Pl. 500 Nov. Bob Vacca — *El Bandido*

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YAMAHA RETURNS
WITH 5-PORT POWER

Ascot Park... April 28, 1968
Keith Mashburn stretched his win streak to nine straight all aboard the EXCITERS from Yamaha. This was the first time out on the half mile oval for the young professional Novice rider and the first time for the YAMAHA 250 twin. MEET THE EXCITERS...Keith Mashburn has!

DESERT

DISTRICT 37 HARE SCRAMBLES CHAMPIONSHIP

1st OVERALL

MIKE PATRICK

YAMAHA DT-1 250 single

TT SCRAMBLES

SILVER STATE CLASSIC TT SCRAMBLES
1st 100 EXPERT CLASS
FRED EDWARDS
1st 250 AMATEUR CLASS
RAY VANDERPOOL
1st 250 EXPERT CLASS
FRED EDWARDS
YAMAHA DT1 – 250 single.

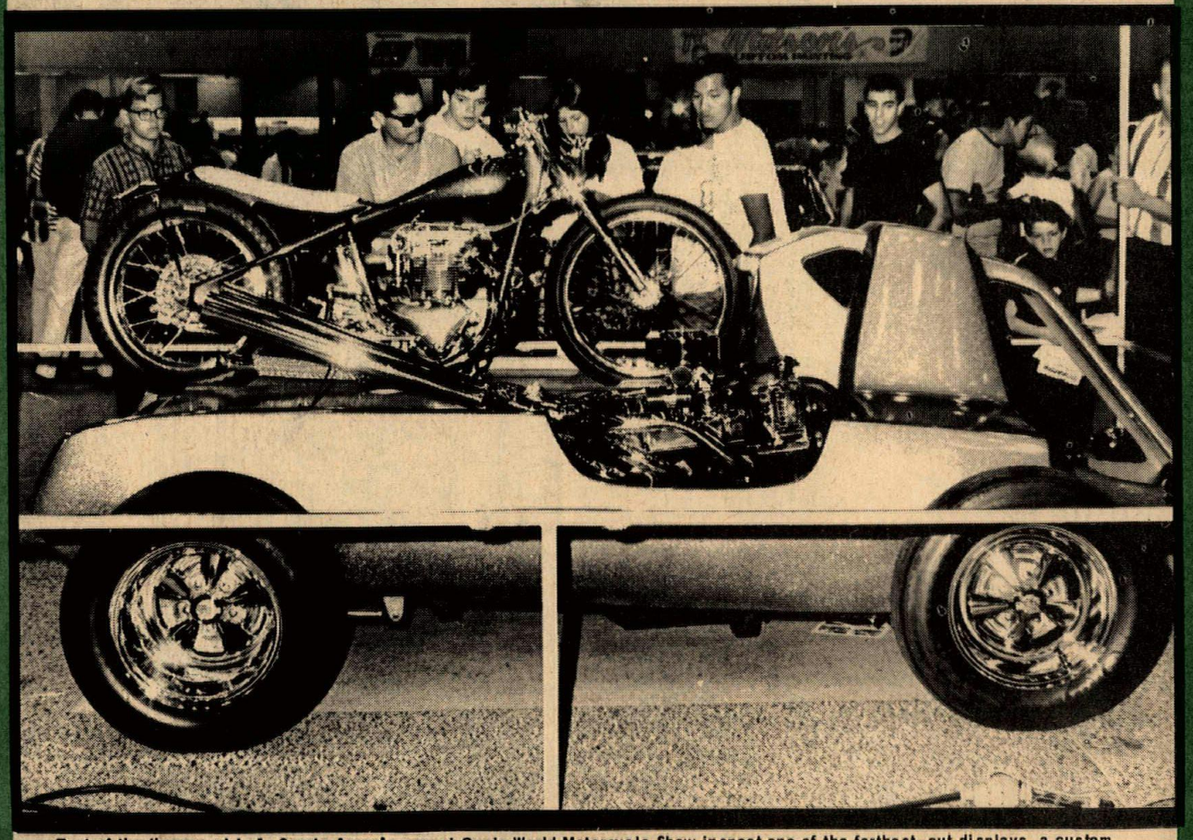
Meet the
EXCITERS!

CYCLE NEWS

MFP 25¢

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

★ DESERT SPECIAL ★
ROAD RACING ★ ASCOT HALF-MILE
★ CYCLE WORLD SHOW ★



Part of the throngs at L.A. Sports Arena's annual Cycle World Motorcycle Show inspect one of the farthest-out displays, a custom bike-carrying truck. – Photo by John Shedd.